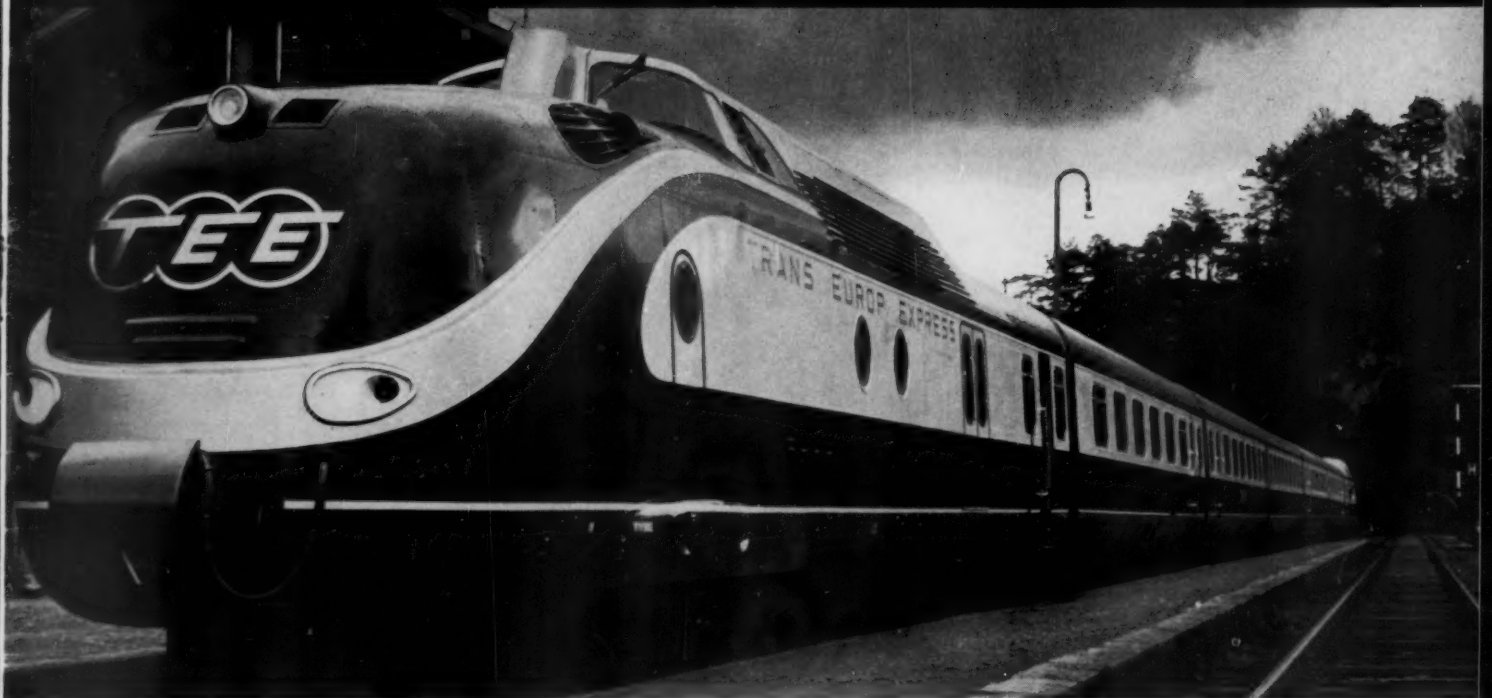


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Grain Processors*

June 9, 1958

RAILWAY AGE *weekly*



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Now you can have positive protection against wheel-climbing, derailments, and the "picking" and cutting of switch points. Bethlehem's new Switch Point Guard Rail, Model 755, was designed expressly for use at switch points. And what a whale of a job it does!

It works on the same principle as the self-guarded frog. As shown in the photograph, the head of the Model 755 stands higher than the head of the stock rail. When wheels pass through the guarded area, the guard rail holds the wheel flanges

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This, of course, is rugged duty so the Model 755 is heat-treated to provide the extra toughness needed. When the guard does finally become worn after long and heavy use, it can be replaced independently of slide plates, filler blocks and braces, at low cost.

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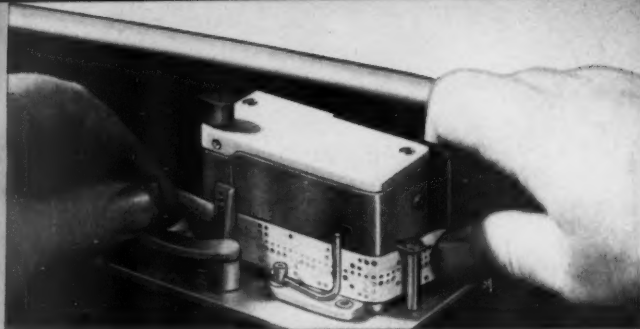
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New U-type console arranged to facilitate over-all yard coordination. Panel contains miniature track diagram, indicator and tape feed for programed switching system, CAR-PACITY indicators, and finger-tip controls for supervisory action.

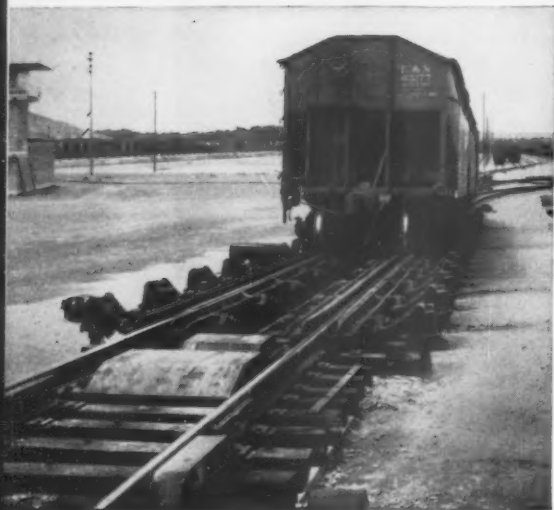


Programed Switching: This Union development permits an operator to classify an entire train with a perforated tape containing track destination of each cut, which sets up the required routes automatically.



2,000 cars a day can be handled by the Hills Park automatic freight yard in northwest Atlanta. It has 24 tracks with space for 16 more. Customers get faster deliveries with less damage to lading.

New VELAC® Automatic Yard Installation cuts classification time . . . reduces impact damage



Radar control of retarders, directed by an electronic computer, holds coupling speeds to less than 4 mph to eliminate impact damage.

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This is quite an accomplishment when there are hundreds of cars moving through the yard. In an ordinary freight yard, it would take much longer.

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It's all done with Union Switch & Signal's new VELAC Fully Automatic Classification Yard System. After a car rolls over the hump, the VELAC System takes control. All classification and retarder functions are performed automatically.

The Hills Park Yard represents railroad automation at its best. No railroad can stand still. It must anticipate the needs of the present—and the future. That is why this L & N Yard came into being. It will speed the movement of freight not only in the Atlanta area, but to the whole South.

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RRs warned: Improve service nowp. 9

Legislative reforms will help—but they must be augmented by service improvements if the industry is to compete effectively, railroad superintendents are told at Chicago convention.

Boston commuters win reprievep.12

A federal judge ordered the New Haven to continue Old Colony trains until June 23—but he upheld the railroad's right to abandon the deficit service. Meanwhile, the Greater Boston Chamber of Commerce is working on a plan that might save the commuter line. It involves tax relief for the New Haven.

Railroader's report from Russia—2p.14

Railway Age Publisher describes a memorable journey on the "Trans-Siberian Express." He was the first American tourist permitted to make the trip since before World War II.

Trans-Europ Express—Passenger formula that works.....p.16

Here's what six European national railway systems have done to recapture a nice slice of the continent's first-class travel market. TEE—a fleet of fast, international luxury trains—are initials many a European airline executive wishes he'd never heard.

MP prepares for the futurep.24

Recession or no, growth plans must go forward. Russell Dearmont, Missouri Pacific president, believes that's as true for railroads as for any other business. Mr. Dearmont, in a special interview with Railway Age, outlined what his road is doing to prepare for the inevitable economic upturn.

GN courtesy campaign pays offp.25

Friendly service to railroad customers means more business. The Great Northern, acting on this belief, developed a fresh and intensive approach to the problem of employee courtesy. The program, directed by a department of its own, is bringing a new high in good customer relations.

New twist for grain processorsp.27

The Rock Island and the C&EI have come up with a new way to get more business. The service—top-loading portable cargo units—was designed primarily for the grain processing industry. It can, however, be adapted to handle almost any granular, free-flowing material.

'Train 'em to keep 'em rolling'p.31

How can management and labor best develop the skilled men

ESTHER WILLIAMS AND THE HERTZ IDEA HELP YOU...



SELL MORE TRAIN TRAVEL!

Have you seen our advertisement featuring Esther Williams? It's in most of the top national magazines. Thirteen, to be exact—with a combined circulation of over 34 million readers. All likely prospects for rail-auto travel.

As a saleswoman for The Hertz Idea, Miss Williams is extra special. Besides being an international movie and TV star, she's the busy president of the International Swimming Pool Corpo-

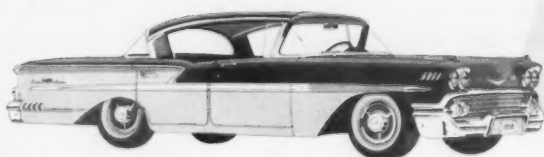
ration—exclusive manufacturers of her Esther Williams Swimming Pools.

Our advertisement tells how she keeps up with a crowded travel schedule. *She goes by train.* And, just as naturally, she has a new Chevrolet or other Hertz car waiting at the station.

Busy, popular, influential—it's important people like Esther Williams who help build new business and repeat business for both of us. Who keep

Hertz counters and "Call A Car" phones in your terminals busy round the clock. And who listen to our new daily CBS radio network program: Hertz Business and World News featuring Walter Cronkite.

Build with us. Mention the Idea in your advertising—this passenger-pleasing idea of renting a car there! Hertz Rent A Car, 218 South Wabash Avenue, Chicago 4, Illinois.



More people by far...use
HERTZ
Rent a car

Week at a Glance CONT.

Current Statistics

Operating revenues, four months	
1958	\$2,983,507,940
1957	3,464,282,646
Operating expenses, four months	
1958	\$2,483,864,167
1957	2,714,611,018
Taxes, four months	
1958	\$280,142,026
1957	364,266,686
Net railway operating income, four months	
1958	\$121,538,875
1957	295,635,763
Net income estimated, four months	
1958	\$48,000,000
1957	224,000,000
Average price 20 railroad stocks	
June 3, 1958	77.99
June 4, 1957	90.29
Carloadings revenue freight	
Twenty-one weeks, 1958	11,279,722
Twenty-one weeks, 1957	14,210,255
Average daily freight car surplus	
Wk. ended May 31, 1958	118,336
Wk. ended June 1, 1957	23,000
Average daily freight car shortage	
Wk. ended May 31, 1958	51
Wk. ended June 1, 1957	847
Freight cars on order	
April 1, 1958	38,027
April 1, 1957	107,708
Freight cars delivered	
Three months, 1958	18,441
Three months, 1957	26,359

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needed to keep railroads running? Answers to that fundamental question will be developed at the forthcoming National Railroad Apprenticeship Conference.

'Update work agreements' — Brownp.34

Locomotive engineers' leader calls on management and labor to enter into negotiations on "a genuine give-and-take basis." The railroads, he promises, will find "valuable allies" in their employees in winning support for reform legislation.

The Action Page—Needed: Transport in the Cabinet.....p.42

Railroads' first order of business is to continue their efforts to secure enactment of the program authored by Senator Smathers and his colleagues in both branches of Congress. Another basic need, however, is a promotional and governmental policy agency for railroad transportation. With such an agency at work, government policy might be induced to strengthen the private enterprise part of transportation.

Short and Significant

April net income of Class I railroads . . .

is estimated at \$16,000,000, compared with \$61,000,000 in April 1957. Forty-one Class I railroads failed to earn interest and rentals in this year's first four months. Of those, 23 were in the Eastern district, seven in the Southern region and 11 in the Western district. Railroad rate of return in the 12 months ended April 1958 averaged 2.72%, compared with 3.87% for the 12 months ended April 1957.

The transport study program . . .

of the Senate Interstate Commerce Committee will be along lines recommended by the Surface Transportation Subcommittee. It will consider the need for regulation under present conditions, federal subsidy policies and the need for user charges, ownership of one form of transport by another, policy on mergers, the kind and amount of railroad passenger service necessary to the public interest and national defense, and "additional matters of regulation (and exemption therefrom) and promotional policy in the various forms of transportation."

Forty-six senators . . .

agreed to join Senator Smathers of Florida as co-sponsors of legislation to repeal the 3% tax on freight charges and the 10% levy on fares. Mr. Smathers reported this to the Senate last week as he offered a repealer sponsored by the Senate Interstate Commerce Committee. Some of the senators were heard from before no-tax-cut positions were taken by President Eisenhower and Democratic Congressional leaders. Mr. Smathers conceded that some might now withdraw their offers of co-sponsorship.



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RAILROAD PRODUCTS

RRs Warned: Improve Service Now

Lackawanna president, urging superintendents to reappraise their operations, says legislation alone won't solve industry's problems. Union leader calls for rate freedom.

A railroad president and a union chief last week laid out a double-barreled program to brighten the railroad picture.

The program:

- Improved service—on a do-better-with-what-we-have basis.
- Improved climate of operation—which includes more freedom in pricing, removal of restrictive taxes and a reappraisal of the passenger traffic situation.

P. M. Shoemaker, president of the Delaware, Lackawanna & Western, and George M. Harrison, president of the Brotherhood of Railway Clerks and a vice-president of the AFL-CIO, dug into the situation in addressing the annual meeting of the American Association of Railroad Superintendents in Chicago.

Mr. Shoemaker concentrated on the service aspect, Mr. Harrison on regulation—and other government policies bearing on the industry. But the Clerks' president also touched on service matters, particularly the passenger problem.

He's not optimistic that the passenger business generally has any great future. He feels that airline competition, from a speed-of-service standpoint, can't be met by the railroads. But in the broad area of commuter and local passenger transportation, the union chief sees rosier prospects.

His suggestion: metropolitan authority systems to take over the commuter business, contract with the railroads for operation, and make up any operating deficit as a form of general obligation. It's about the only way, Mr. Harrison pointed out, for the railroads to get a decent compensation and expand commuter service to meet the needs of the future. After the commuter problem is settled, then, he said, the railroads could turn to improving their remaining local transportation service.

Mr. Shoemaker's viewpoint of rail service—freight, in this case—is that it's a matter of determined effort.

Admittedly, he said, supervisors are being pressed for economy of operation. Still, "if supervision is doing its job, service would not be as bad as too much of it is today."

DL&W's president urged the superintendents to "go back to your properties and re-analyze your service—not your paper schedules, but how individual cars are really moving. Then let us take hold of this situation and do the job which we,

as railroad people, are capable of doing."

The current pressure, Mr. Shoemaker noted, is on relief through legislation—but "if we let our service deteriorate and we lose the confidence of shippers generally, legislative victories, in the sense of better opportunity to compete, will be small ones indeed."

Superintendents, he warned, have been handed a bigger part to play in this connection.

"With top management so deeply engrossed with financial problems, legislative problems, stockholder problems, there necessarily comes down to operating people an even greater responsibility than normally holds for controlling the quality of the one product which justifies our existence."

Mr. Harrison based his review of the legislative situation on two major points—overly-rigid regulation in rate-making and the boost given private carriage by the transportation excise taxes.

The railroads, he declared, could handle a tremendous volume of freight at lower rates if the carriers were freed from artificial restrictions imposed by government in fixing rates. Similarly, a removal of the 3 per cent excise tax on freight would stimulate the return of another large volume of freight to the rails.

Both these proposals—to give the roads greater freedom in pricing and to remove the excise taxes—have won widespread support from the railway brotherhoods.

Railroad employees, Mr. Harrison told the superintendents, are loyal to the rail-



Seaboard Boasts Unique 'Brotherhood'

The five Jarret brothers of Virginia have established what may be a record in the transportation industry; they have compiled a total of 230 years of service with a single railroad, the Sea-

board Air Line. Their ages total 300 years. Left to right in order of seniority, they are Henry, 50 years; Ray, 49 years; Curtis, 47 years; Lyman, 45 years and Jennings, 39 years.

road industry—labor and management representatives are, after all, part of the same team.

"And unless the industry prospers and grows, there's no future in it for either of us," he asserted.

Mr. Harrison was not the only speaker to touch on labor and its role in industry matters. George M. Leilich, vice-president—operations of the Western Maryland, approached the issue from a different tack.

Railroad operating agreements, he declared, "are obviously antiquated. . . [they] have required the continuance of more

employees than the services require. Further, our method of payment puts a premium on inefficiency."

This situation, he said, "must be dealt with and it must be dealt with soon."

Mr. Leilich compared the 1947 and 1957 figures for gross ton miles per employee dollar and gross ton miles per employee hour. His statistics:

- GTM per employee dollar decreased 26 per cent in 10 years.

- GTM per employee hour increased 42.6 per cent.

"It is apparent that our efficiency im-

provement has been bargained away to the extent that we are actually paying a greater percentage of our revenue for labor."

WM's vice-president conceded that inflation has played a part: average revenue per ton mile has risen 34 per cent over the same period. But, he warned, "the disturbing fact is the reverse trend of our employee hours as compared to our labor costs."

Railroad men, Mr. Leilich concluded, "must revise our traditions of thinking in connection with our labor and working agreements and we must become cost conscious to the point where our service will reflect our claim that railroading is truly a low-cost form of transportation. Unless we can do that we have no place in the transportation of the years ahead."

Thomas M. Healy, management member of the U. S. Railroad Retirement Board, addressed the convention in the evening session. Mr. Healy reviewed operations and legislation concerning the retirement and unemployment insurance accounts, then presented a film strip citing accomplishments in job placement.

The superintendents' annual meeting—their 62nd—wound up with election of officers. R. F. Jeter, Gulf, Mobile & Ohio terminal superintendent at Chicago, will head the organization during the coming year. Other officers:

Vice-presidents—C. C. Robinson, superintendent of car service, Monon, Lafayette, Ind.;

C. D. Buford, assistant general manager, New York Central, Cleveland, Ohio;

A. J. Cowie, superintendent, Canadian Pacific, Regina, Sask.; and

A. S. Tabor, superintendent, Norfolk & Western, Portsmouth, Ohio.

Treasurer—H. L. Kimble, assistant superintendent of transportation, Pennsylvania, Altoona, Pa.

Watching Washington *with Walter Taft*

- **RAILROAD EMPLOYEES** are being urged by their union leaders to oppose major parts of the transport legislation program recommended by the Senate Committee on Interstate and Foreign Commerce. The program, embodied in the proposed Transportation Act of 1958, came out of the investigation of the "deteriorating railroad situation," which was conducted by the Surface Transportation Subcommittee headed by Senator Smathers of Florida.

THE LABOR LEADERS still oppose giving the ICC power to override state commissions to permit abandonments of unprofitable intrastate rail services. They also want modifications of those provisions of the proposed act which would set up loan-guaranty arrangements and grant income-tax relief to permit carriers to accumulate construction reserve funds. The demand there is that 70% of the reserve funds and a like proportion of loans for equipment and facilities be spent for work on railroad properties by railroad employees.

ADVICE the leaders are giving union members includes a "word of caution" about letters management is asking employees to send to Congress. The word is that such letters should be in accord with the aforementioned positions taken by the Railway Labor Executives Association. RLEA does favor other parts of the proposed act, including the rate-freedom section and provisions which would tighten the agricultural exemptions and sharpen the definition of private carriage.

- **AGRICULTURAL EXEMPTIONS** can do railroads some good. The exemptions are those provisions of the Interstate Commerce Act's Part II which leave trucking of farm products free of regulation. They became an important factor in an ICC decision approving Burlington tariff rules which cover arrangements for substitution of highway transportation for rail service on livestock.

THE COMMISSION AGREED with the Burlington's position that tariff and certificate provisions of Part II were inapplicable because it was dealing with an exempt commodity. It held the operation subject to Part I, and thus distinguished the case from **Substituted Freight Service**. There, it struck down like tariffs which provided for substitution of trucking for railroad l.c.l. service.

THE SUBSTITUTE-SERVICE PLAN is a Burlington undertaking to meet highway competition which stepped up as the railroad curtailed train service on branch lines. The road was unable to schedule remaining trains to move livestock without delay. So truck service is used for any portion of a haul where rail service is inadequate.

Cleveland Terminal Price Is Put at \$25,000,000

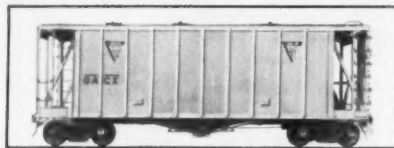
Cleveland Union Terminal, the city's major railway passenger station, is up for sale. It's been proposed that the city buy the terminal for a convention hall. The price being talked about—approximately \$25,000,000.

Such a deal would leave four railroads to find other station facilities, separately or jointly. New York Central is 90 per cent owner of the terminal, Nickel Plate is 10 per cent owner, Erie and Baltimore & Ohio are tenant roads. Should the property be sold, the logical location for a new terminal appears to be a lake-front site.

Sale of the facilities would not involve the 52-story Terminal Tower, which rises above the passenger station. And, should the city reject the offer to buy, it's been indicated that the terminal will still be for sale.

Only the Pennsylvania, which operates a separate station in Cleveland, would remain unaffected by the sale.

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Boston Commuters Win Reprieve

Federal judge grants three-week "stay of execution" for Old Colony line—but refuses to order New Haven to continue operation of deficit commuter service indefinitely.

The 10,000 commuters who ride the New Haven's Old Colony line into and out of Boston every day won a temporary reprieve last week. Their trains will continue to run—until June 23.

But in granting the reprieve a federal judge decided all legal issues in favor of the New Haven, which had served notice of discontinuing Old Colony service as of June 1 (RA, June 2, p. 39). While giving commuters three extra weeks to find alternative transportation, Judge Robert Anderson:

- Turned down a request by the Commonwealth of Massachusetts that the railroad be forced to continue Old Colony service indefinitely.

- Accepted the railroad's accounting of Old Colony losses, which Massachusetts had challenged.

The second point may be of major importance—since the same court in 1947 originally gave the New Haven authority to drop the service, provided losses during a subsequent 12-month period exceeded \$850,000. The New Haven claims that its losses have run considerably higher than this in each of the last 11 years.

This year the New Haven decided to exercise its option to discontinue the service, but met stiff opposition. On May 13 the railroad won an injunction restraining the state from interfering with its action. Then the Massachusetts Attorney General sought to have the injunction set aside. It was as a result of this appeal that last week's decision was handed down—upholding the original injunction, but giving Boston interests extra time to argue their case for continuing service.

Boston's "commuter crisis" has come in for considerable attention from other metropolitan areas that may some day face a similar problem. Bostonians fear a highway traffic jam of gigantic proportions if Old Colony service goes. How Boston meets the crisis may set a pattern for other areas.

Last week the Greater Boston Chamber of Commerce was still working out details of a plan that it hoped would be acceptable to both the railroad and the cities and towns that would help pay for the implementation of the plan.

The Chamber of Commerce plan, if accepted, would be an interim measure to keep trains running until 1960, when it is hoped a transit authority will be able to take over the line's operations. The plan offers a proposal for dealing with the Old Colony's present \$2,400,000 loss.

The plan contemplates:

- Boston real estate tax relief in the amount of \$250,000 a year.

- Savings of \$650,000 a year as a result of a recent commuter fare increase, and abandonment of a little-used route running through Back Bay to Fall River and New Bedford.

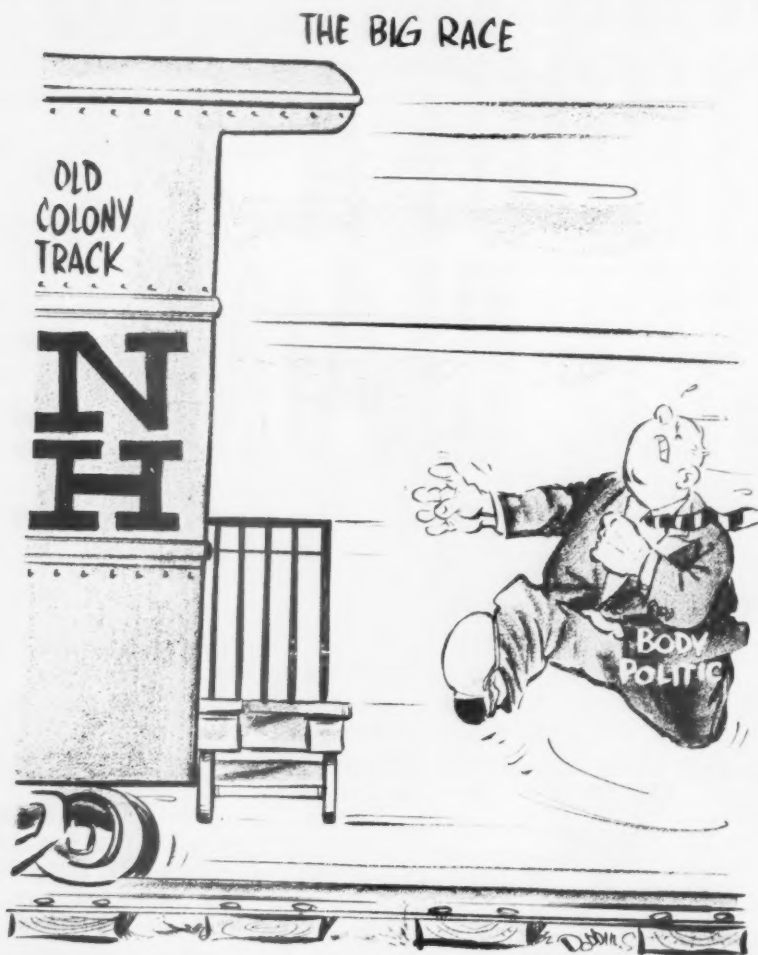
- Sharing of the remaining deficit of \$1,500,000 by (1) the railroad and (2) the 36 affected communities, on a 50-50 basis.

Alternative plans have also been advanced. All call for some kind of public financial aid. A bus company offer to provide express bus service between Boston and the South Shore, for example, asked for exemption from gas, franchise, and excess profits taxes—or, as an alternative, a guaranteed 6.5 per cent profit.

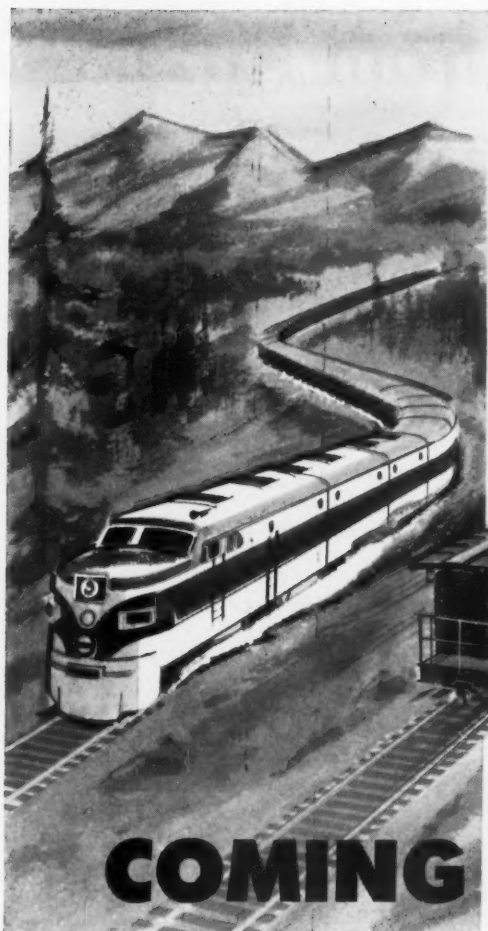
As Boston's Mayor Hynes put it: "There is not going to be any painless way to keep the Old Colony running."

Boston's commuter problem may have been the most critical in the nation last week—but it was by no means the biggest. New York's perennial commuter tangle came in for a thorough airing as the New Jersey Legislature considered a measure that would force the Port of New York Authority (a joint New York-New Jersey body) to take over commuter rail facilities in the metropolitan area.

The Port Authority was adamantly opposed to the bill, suggesting that the problem more properly belonged to a proposed metropolitan transit authority. But the measure found a supporter in the person of Dr. Salomon J. Flink, a Rutgers University economics professor, who suggested that the Port Authority could offset rail deficits by hiking the fares on the highway bridges and tunnels it owns.



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Railroader's Report from Russia-2

[In his second report from behind the Iron Curtain, Railway Age Publisher Robert G. Lewis describes a railroad journey forbidden to most westerners. Dated May 7, the following letter was written aboard the "Trans-Siberian Express."]

"It's a warm, sunny morning in Siberia. All the snow has gone except the deep drifts that linger on the north side of the embankments, or between the double rows of spruce planted for snow fences.

"To my surprise, I have learned that I am the first American tourist to arrive in Siberia. Officials of Intourist have informed me that no one else from the United States has traveled here as a tourist since before World War II, more than 20 years ago.

"The 'Trans-Siberian Express'—longest train-run in the world—is precisely on time, as it has been ever since we left Moscow at 9:30 a.m. three days ago. The express runs to Peking, 5,629 miles, Mondays, Thursdays and Sundays, and to Vladivostok, 5,800 miles, Tuesdays, Wednesdays, Fridays and Saturdays.

"We are lucky to be on the Peking section because we have a Chinese kitchen. The elaborate Russian menu is supplemented with a few select Peking specialties, like bouillon with fricadelles and green peas, aromatic chicken, and syanghou mushrooms. It would be a sorry trip if the meals were not good, for I have 14

NEXT WEEK

'What I Saw in the USSR'

Railway Age Publisher Robert G. Lewis, beginning a detailed report on three weeks behind the Iron Curtain, tells how Russia's railroads fit into the Kremlin's plans for world economic dominance.

aboard before arriving at Irkutsk. Those bound for Peking have 25.

"Our train does no high-speed running. The maximum seems to be about 50. Our average speed of 32½ mph is easy to maintain because distances between stops average 100 miles, and No. 2 does no local work. There are about five other passenger trains each way, even here in Siberia, to take care of other than intercontinental travel. We run at a comfortable pace, with no rough handling at all. Our consist is one RPO car, one baggage car, one diner and nine sleepers, all matching, heavy, all-welded steel cars, painted bright green. The consist is unbroken to Tayga, about 2,300 miles east of Moscow, where the rear car cuts off

for Tomsk. Out of Moscow we double-headed radio-equipped electrics for the first 56 miles. After that we had an assortment of modern steam power—4-8-4's, 2-8-4's and even a 2-10-0—all post war. We had a diesel, a single-unit 0-6-6-0, on one engine district only. Engine districts for passenger trains average about five hours running time or about 165 miles. A second electrification begins at Nazyvaevskaya and extends to Novosibirsk, a 13-hour run.

"The big eye-opener to me has been the volume of traffic. We are east of the Urals, in Northwestern Asia, three days out of Moscow. The line is still double-tracked and equipped with automatic block signalling. And well it should be, for west-bound trains pass us in an endless procession. Would that our railroads were taxed—with traffic, that is—like these.

"Many aspects of this trip are pleasantly reminiscent of pre-diesel, pre-air conditioning days on our own transcontinental runs, circa 1934. There is the steam whistle, the smell of soft coal smoke (it is cool enough to keep comfortable with the windows shut, so not much dirt), the long station stops where everybody piles out to stretch; in fact, the whole leisurely pace of travel.

"P.S. After sampling a few vodkas last night, ended up singing Chattanooga Choo Choo with an Hungarian girl and a Russian—in perfect English. This on the Trans-Siberian Express!"

ICC Won't Override Labor Act

The Interstate Commerce Commission will not ease the way to consummation of lease or merger plans by ordering an overriding of the Railway Labor Act. It disclaims authority to do so.

The disclaimer is the commission's answer to a Chicago & North Western application for such an order. The North Western wanted to speed the harvest of benefits it expects from its lease of the Chicago, St. Paul, Minneapolis & Omaha.

The lease was approved by the commission in December 1956, but North Western's undertaking to bring about integrated and unified operation has been thwarted by disputes over seniority with unions representing the operating employees.

The application now denied was filed last July and opposed by interested unions. In it, the North Western relied on the Interstate Commerce Act's Section 5. The cited provisions of that section authorize the commission to attach conditions to its approval of leases and mergers, and stipulate that parties to such transactions may be relieved from requirements of all other laws insofar as such relief is necessary.

The commission's present ruling came in a supplemental report in the lease case (F. D. No. 19432). It held that:

1. It has no authority to direct employees or organizations of employees to do anything.

2. It has no power to determine disputes which are subject to the Railway Labor Act or questions regarding the jurisdiction of the National Mediation Board.

3. It may not even compel a carrier to consummate a transaction to lease or purchase properties of another carrier, but may only authorize the transaction.

The Section 5 provisions relating to relief from conflicting laws are found in the section's Paragraph (11). Of that, the commission had this to say:

"The terms of this paragraph are self-executing, and there is no need for this commission expressly to order or declare that a carrier be relieved from certain restraints. It is sufficient if we make clear what the carrier is authorized to do. . . .

"It is apparent that the Railway Labor Act has not prevented the North Western

from effectuating the transaction authorized by the prior order. That order authorized the lease by North Western of the lines of railroad and other property owned, used, or operated by the Omaha.

"The order did not provide any particular method for integration of the physical operations involved; and, except for the imposition of . . . conditions for the protection of employees, did not deal with employer-employee relationships."

30 Railroads Paid Fines Of \$32,250 in 3 Months

Thirty railroads paid fines totaling \$32,250, plus costs, in the three months ended April 30. The fines were assessed on 270 counts involving violations of the Safety Appliance, Hours of Service, Accident Reports and Signal Inspection acts.

This was reported by the ICC, which also said the largest amount, \$3,300, was paid by the Baltimore & Ohio, for 60 violations of the Accident Reports Act and 3 violations of the Hours of Service Act. Next came payments totaling \$2,750 and costs by the L&N for 11 violations of the Safety Appliance Acts.

Still More About Profitable 'Plan 1' Rates Trucks Can't Resist

The original proposal for rates of the type trucks can't resist was carried in our April 21 issue (p. 13). The proposal basically called for equality of plan 1 and plan 2 rates at a level just below present plan 2 rates. Such a rate level, it was claimed, would encourage the trucker to give the

railroad other than the "overflow" business. Comments on the proposal were published in this column May 5 (p. 12), and May 26 (p. 13). Now comes another comment by a railroad which has an outstanding record as a plan 2 piggybacker only.

Plan 2 rates not always identical with motor carriers'

"The first part of your correspondent's statement in the April 21 column which says piggyback carloadings so far this year are a bit below the same period of 1957 is not in accordance with the facts, at least not as far as our road is concerned. The Lackawanna, in the first three months of 1958, handled 4,448 loaded trailers, compared with 3,756 in the same period of 1957—an increase of 692, or 18.4%. Undoubtedly, there is disappointment in some quarters that growth is not faster. However, the increase is substantial and significant, not only as to percentage but in the number of loaded trailers actually handled.

"It also is not agreed that piggyback growth will continue to be slow until all railroads open up under plan 1 and get the motor carriers operating on the railroads. From the figures I see, it appears

that piggyback traffic is down where motor carrier plan 1 operation is involved.

"In the second part of the April 21 statement, it seems to me the suggestion over-simplifies a complex situation. There it is stated that under plan 1, since truckers prefer to remain independent, they give only their overflow business to the railroad, while under plan 2 it is indicated rates lower than some existing truck rates. The railroads cannot publish piggyback rates. The result, it is said, is that the public cannot get the advantage of lower costs and railroads cannot get any substantial amount of business.

"Actually, under plan 2, piggyback rates, while at the same level as motor carrier rates, are not necessarily identical with them. There are many important differences, such as in commodity descriptions, territorial descriptions and inter-

mediate applications. Many shippers regard certain features of piggyback as more favorable to their operation than motor carrier. A hard and fast rule cannot be drawn on this. The point is that under the provisions in their piggyback tariff, railroads have been able to develop services more satisfactory to many shippers than are those of the motor carriers. Building up these details of service requires careful consideration of each detail and working closely with each individual shipper. This necessarily is a job that cannot be done over night. Working out the details requires hard, careful and painstaking work on the part of the railroad sales forces, including the rate people, and then on the part of the railroad operating force with each shipper, almost one by one, to achieve the performance desired.

'Seems to me most railroaders are an impatient lot'

"The sweeping proposal for rail piggyback rates, with a division of this rate going to the trucker, is not realistic in the light of the wide range and variety of rates for transportation which are part of the distributive processes of our economy. There is the question of the physical loading difference between the commodities, that is, whether light or heavy loading, the size of shipments and the question of multiple loads, stop-offs, or split pick-ups or deliveries. All of these affect a trucker's costs. Furthermore, determination of a trucker's line-haul costs is just not the simple matter indicated in the example in your article.

"It seems to me that most railroaders are an impatient lot. Often we do not appreciate the magnitude of the problem—or the ramifications of what is involved—in getting shippers to change their trans-

portation practices. Diversion of inter-city traffic to motor carrier from rail did not occur in one fell swoop. First, truckers took from railroads the smaller lot shipments destined to nearby points. Then they captured larger shipments to more distant points. Any diversion from motor carrier back to rail likewise will not be sudden. Shippers using motor carriers are generally satisfied with their services where they use them. These shippers have built their distribution practices around the truckers' services. To these shippers, use of motor carriers is ingrained. There is nothing which will cause these shippers to change overnight.

"It is only by careful work with each shipper, some of it on a trial-and-error basis, that a change over in transportation methods can be achieved. This is what I think is now taking place with many roads

in the development of piggyback. Much more time is needed to achieve its full potential."—J. L. Barngrove, Jr., general traffic manager, Delaware, Lackawanna & Western.

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

TEE: Europe Finds a Passenger



In recent years, Western European railways have glumly watched the cream of their passenger traffic take to the air, or the highways. But no more.

Now the railroads have struck back—with a fleet of fast, international, luxury trains that bear the common name of Trans-Europ Express. It's a name many a European airline executive wishes he'd never heard.

With TEE, European railroads kicked over all traces of the past in a mighty effort to recapture a rich prize: the first-class international travel market.

Today TEE trains are doing just that. They streak over nearly 5,000 route miles of rails at average speeds of 50-to-70 mph. They plunge non-stop across international frontiers, linking more than 70 cities from Munich to Marseilles, from Amsterdam to Antibes.

They're bringing the "carriage trade" back to the carriages—and fattening railroad treasuries with their premium fares. Only a year old, Europe's boldest pas-

◀ **RED CARPET** treatment on German TEE trains begins when pert, pretty hostesses welcome travellers aboard.



DEEP-CUSHIONED reclining seats are features of all TEE trains. In this French car, meals are served at seats.



HANDSOME DINER-BARS are standard equipment on German TEE streamliners. Meals are low-priced by U.S. rail standards.

Train Formula That Works

Here's how six national railway systems, by throwing a lot of time-honored customs to the winds, have been able to recapture a slice of a rich European travel market.

senger train experiment to date is already an unqualified success.

TEE trains belong to the individual countries that operate them. They range in size and opulence from Germany's sleek seven-unit streamliners, with an 1,100-hp hydraulic diesel (made by the Munich-Augsburg-Nuremberg Maschinenfabrik) at either end, to France's comparatively modest twin-unit rail diesel car sets.

But all wear the distinctive cream-and-scarlet TEE livery—and bear the emblem that has become the hope of Europe's passenger-carrying railroads. And all conform to the rigid standards of speed and comfort *par excellence* established in an international agreement.

TEE trains are fast, frequent, and strictly first class. They charge fares (4.7 cents a mile) that are 10 per cent higher than prevailing first class fares—and find thousands of travellers eager to pay the premium.

Why?

Basically, because TEE has delivered on its promise to whisk international European travellers to their destinations at speeds and prices competitive with the airlines. Luxury surroundings and rigidly-met timetables are extra added attractions.

For example:

► A TEE train, France's "Oiseau

Bleu," streaks from Paris to Brussels in 2-hr and 45-min—compared with 3-hr and 39-min for the fastest conventional train. The round-trip cost is \$18.85. By comparison, the air traveler makes the trip in 3-hr and 10-min (including one hour of ground travel time), pays \$28.80, plus \$2 for airport limousines.

► A business trip between Paris and Cologne used to be an overnight affair by train. The alternative was driving—or flying.

But today a TEE traveler can leave either Paris or Cologne shortly after 7 a.m., arrive in the other city shortly after mid-day, take half a day for transacting business, reboard a TEE train at 6 p.m., and be home at 11 p.m.

TEE travel time: 5-hr and 7-min—two hours faster than the fastest ordinary express train.

TEE round-trip cost: \$30.65.

This compares with air travel time of 5-hr and 20-min (including two hours of ground travel to and from airports), and total air travel cost of \$42.25. In addition, the air traveler has to change planes at Frankfurt—and schedules do not permit him to complete the round trip in a single day.

TEE cannot, of course, always beat the airlines on speed. For example, TEE

makes the Paris-Zurich run in 6-hr and 11-min (1-hr and 19-min faster than ordinary express), while an airliner does it in 3-hr and 15-min. In cases like this, it's been TEE's accent on luxury and reliable schedules that keeps the trains running nearly at capacity.

TEE opened for business in June, 1957. The participating railways have so far been too busy collecting fares to make any detailed statistical reports on the service. But all of them report business at or near capacity (German TEE trains ran at 80 per cent of capacity during the first six months), and all are talking of expanding.

Two new schedules already have been added to meet the rising public demand for this red-carpet service. Latest TEE entry is Italy's "Lemano," linking Milan with Geneva. It went into operation early this month.

To turn the dream of TEE into reality, the participating nations had to make a sharp break with some sacrosanct old customs.

First to go was the time-honored idea that the most economic passenger carrier was a long, heavy train made up of coaches for various destinations. TEE scrapped this concept, emphasized the need for shorter trains custom-built for

'Tops for Daytime Travel!'

Railway Age Publisher Bob Lewis rode the TEE "Saphir" from Dortmund to Brussels just last month. Mr. Lewis, who has travelled over the railways of 16 countries, has this to say about TEE:

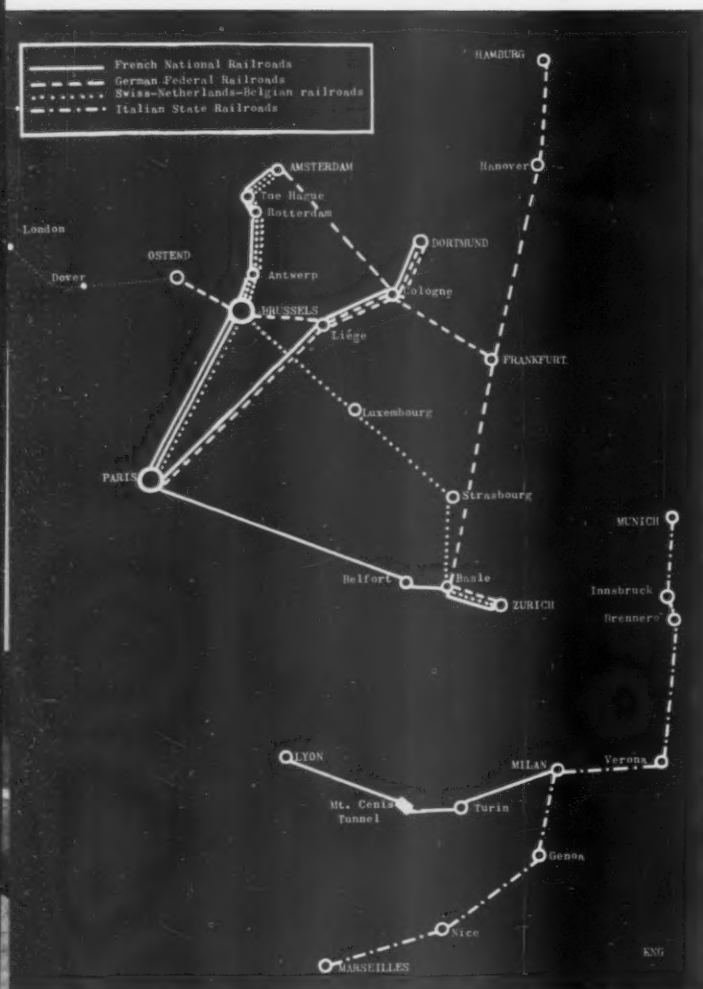
"The TEE services are tops for daytime travel! They offer comfort that clearly surpasses the air lines. Seats are two on one side—one on the other, with plenty of leg room. You can walk to the diner, which is light and cheerful, for refreshments or a fine meal for prices that don't scare you.

"Most important, schedules of these new trains are tailored to travel patterns. Stops are minimized and there are no irritating delays for handling head-end traffic.

"Few trains in my opinion, have approached so fine a formula for meeting the competition of the air lines and the private car."



'EDELWEISS,' a Netherlands - Belgian - Swiss TEE entry, streaks through France en route from Amsterdam to Zurich.



Trans-Europ Express at a Glance

Train	Route	Miles	Running Time
Ile de France (F)	Paris-Amsterdam	341	5'37"
Etoile de Nord (N-B)	Paris-Amsterdam	341	5'33"
Oiseau Bleu (F)	Paris-Brussels	195	2'48"
Parsifal (F)	Paris-Dortmund	385	6'43"
Paris-Ruhr (G)	Dortmund-Paris	385	7'01"
Arbalete (F)	Zurich-Paris	381	6'11"
Saphir (G)	Dortmund-Ostend	294	5'42"
Edelweiss (N-B-S)	Amsterdam-Zurich	568	10'15"
Helvetia (G)	Hamburg-Zurich	606	10'36"
Rhein-Main (G)	Frankfurt-Amsterdam	302	5'53"
Mont-Cenis (F)	Milan-Lyon	283	5'20"
Ligure (I)	Milan-Marseilles	345	7'05"
Mediolanum (I)	Milan-Munich	368	7'34"
Lemano (I)	Milan-Geneva	200	4'00"*

F-French; G-German; I-Italian; N-B, Netherlands-Belgian; N-B-S, Netherlands-Belgian-Swiss.

*Estimated. This route not shown on map.

a particular carefully researched market.

Next to go was the practice of changing engines at international frontiers—and stopping for the ritual of customs inspection and passport control. Today, TEE trains recognize no borders; immigration and customs inspectors ride aboard the trains and do their work in transit. Similarly, the barriers against operation of one nation's railroad equipment inside the borders of another nation have come down.

The equipment in TEE trains varies widely. Most equipment is brand new; some has merely been adapted for the service.

Germany uses seven-car trains: two power cars; two six-compartment, side-corridor coaches, one open saloon car, one diner-bar, and one diner-kitchen car. On German trains, a tri-lingual secretary is available; she also announces train stops and connections in three languages.

The Netherlands, Belgium and Switzerland teamed up to build, for TEE service, five trains of four cars each: one power

car, two intermediate coaches, one control trailer.

France alone has used existing models, upgrading them to meet TEE standards (e.g., all TEE trains must be air-conditioned and have airline-type reclining seats). Meals are served at seats, airline-style.

Like France, Italy uses twin-unit rail diesel car sets. The Italian trains differ from the French, German and Dutch-Swiss trains in having mechanical transmission. They are the only TEE trains to have underfloor horizontal engines.

As of now, the German trains are the fastest in the TEE fleet. On June 1 their top running speed was increased from 75 to 87.5 mph. This means a further tightening of TEE schedules—and more worries for the airlines. Other speed-ups are on the way.

What do other railroads have to learn from the success of the TEE experiment? One veteran observer of the international railroad scene has this to say:

"The foremost lesson to be drawn from

Trans-Europ Express is that only a compact, high-speed diesel unit, capable of sustained speeds of over 90 mph, accommodating up to a maximum of 122 passengers, operating on a business-oriented schedule and serving major economic points—only such a unit can offer successful competition to air travel. The fairly high extra fare is justified if service is at a commensurately high level."

Two American railroaders—John S. Gallagher, Jr., director of passenger research for the New York Central, and Alan R. Cripe, director of design for the Chesapeake & Ohio—drove the moral home in a joint presentation called "Design for Utilization" in which they gave U.S. railroad men this advice:

"We can . . . learn from the experience of the European railroads. . . It is well to keep in mind that they have achieved a higher degree of efficiency, and therefore, better financial return than have U.S. railroads. European railroads may be less efficient than we in freight—but they are considerably ahead of us in passenger."

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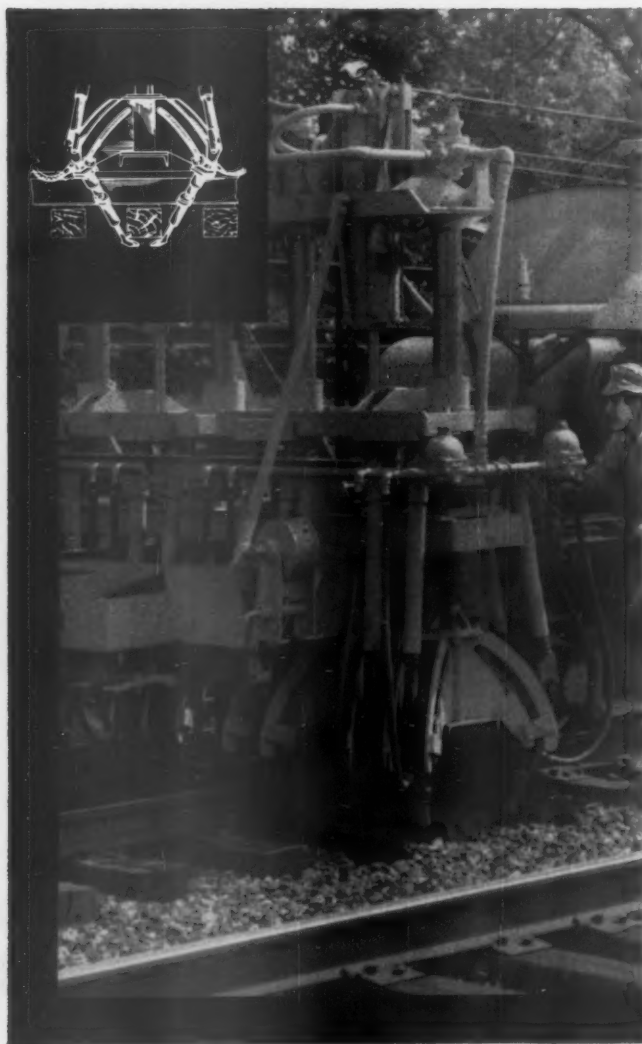
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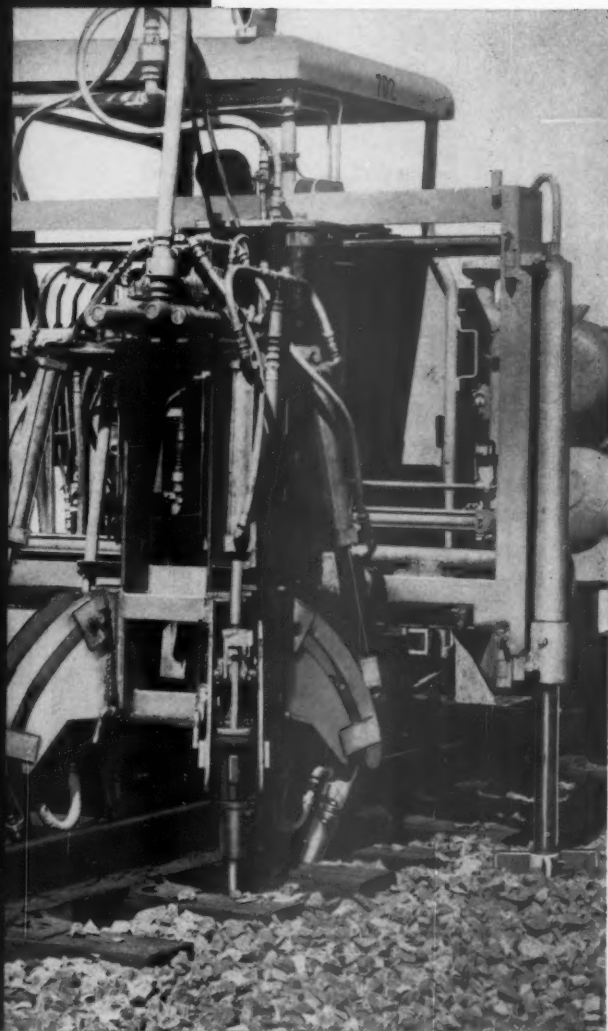
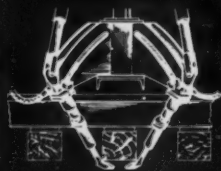
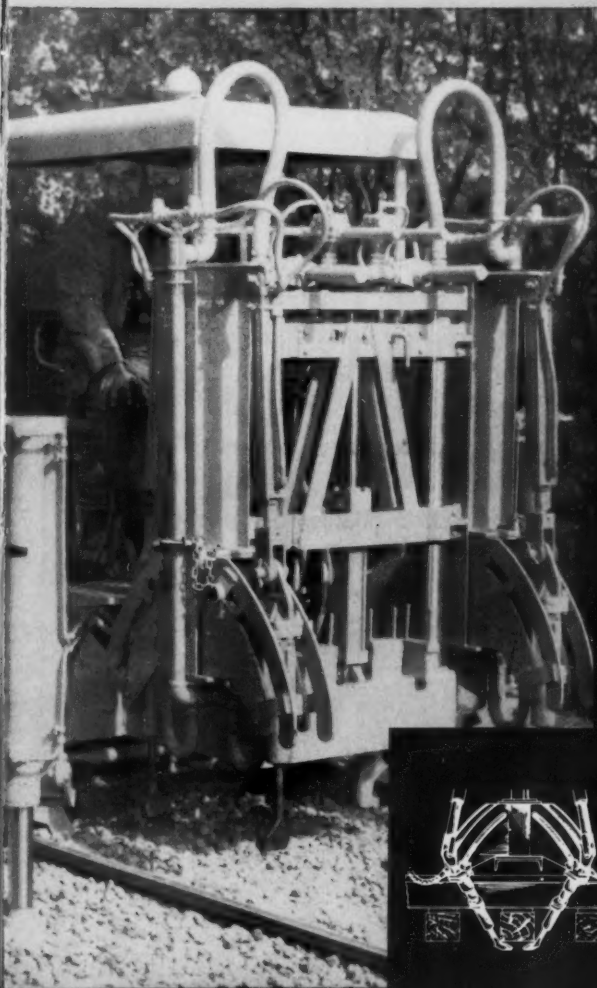
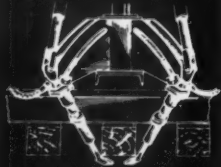
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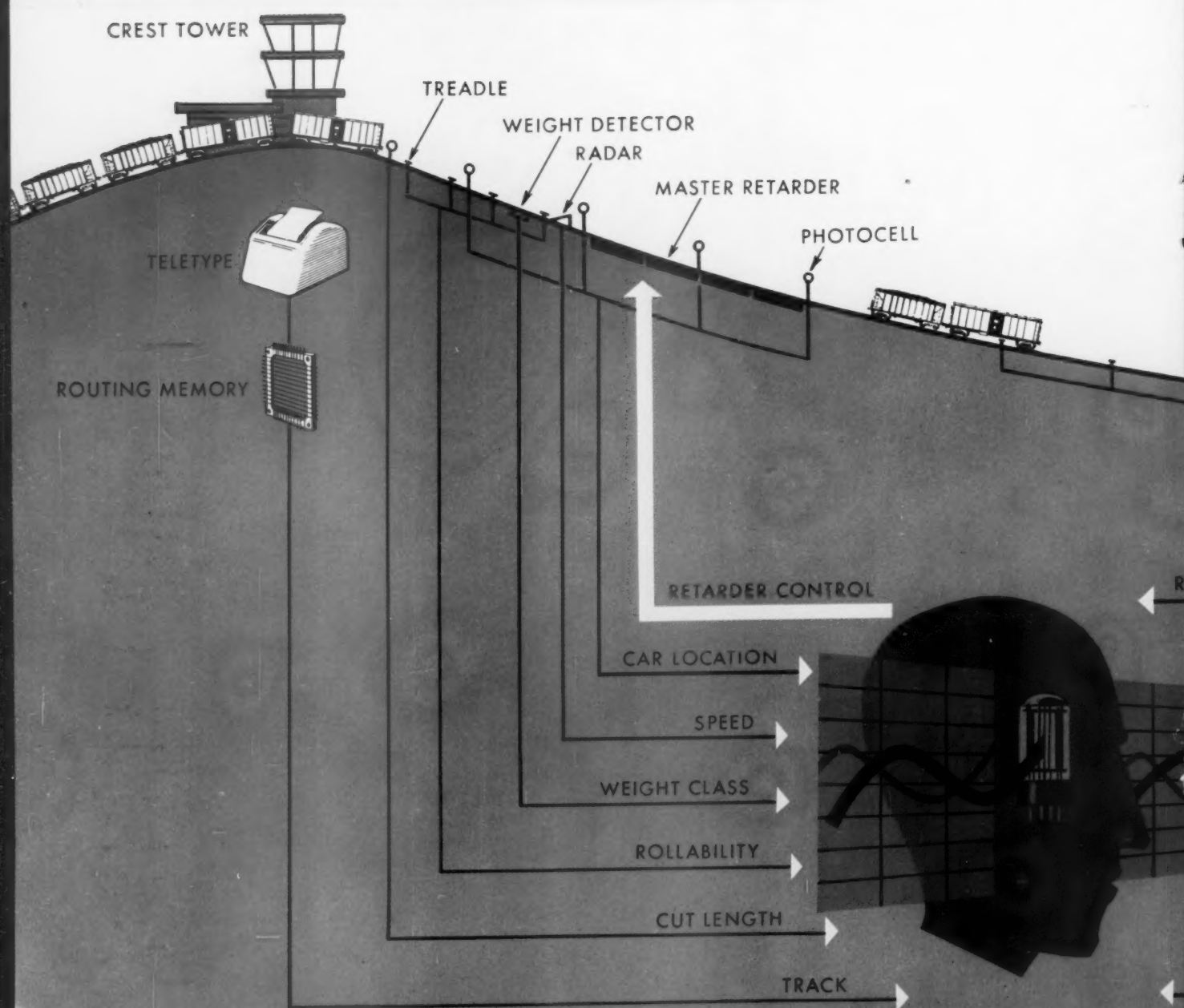
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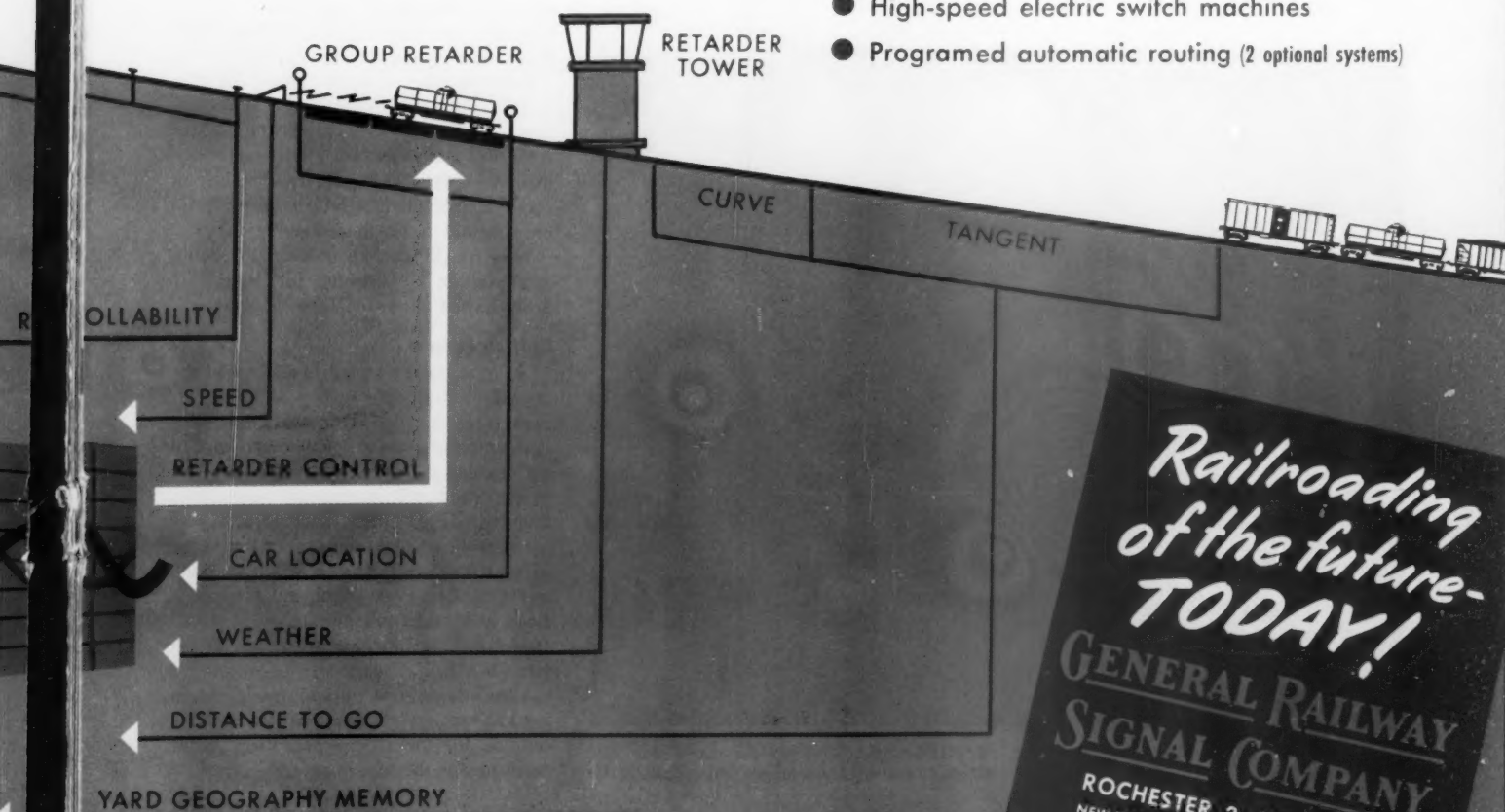


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Getting in Shape for the Upturn

Guiding any company through a business slowdown is a tricky job. Specific steps must be taken to readjust to the times—costs trimmed, spending plans modified, expansion studied with greater care. Yet future growth plans must go forward, too, readying for the upturn.

This, in essence, was the situation facing Russell Dearmont within three months after he was named president of the Missouri Pacific in May 1957. Evidence of how well he managed the job in the following months shows up on the bottom line of the road's latest balance sheet. After four months of 1958 the road was modestly "in the black" and Mr. Dearmont is pushing to keep things that way.

The MP president talked to *Railway Age* about his job, and his railroad, in a special interview a few days ago. Rounding out his first 12 months as chief executive of the 9,500-mi. line, he ticked off this record of how things are going...

T&P Merger

● A committee studying possible merger of the MP and Texas & Pacific is expected to hand in its final report momentarily.

Getting the study under way was one of Mr. Dearmont's first moves. (At the end of 1957 the MP held 100% of the T&P's preferred stock and 64% of the common. No substantial new purchases of T&P stock have been made this year.)

The merger, should it materialize, promises operating savings but not the overwhelming ones that might be realized if the two roads were parallel rather than end to end.

A key factor in the merger studies has been the possible effect on traffic. Every carload of 1956 T&P traffic has been considered—would it have moved via the merged system or been diverted?

Less Paperwork, Fewer Divisions

● A thirteen-man team (seven MP employees; six accountants from Price, Waterhouse & Co.), is deep in an "administrative methods survey" aimed at reducing paperwork and possible installation of a large scale computer. Cost of the study will run better than \$200,000.

The operating department has realigned operating divisions, reducing them from 12 to 10. Reason for the move was to in-

crease efficiency, though, as Mr. Dearmont points out, some welcome savings could result.

Passenger Service

● Missouri Pacific is implementing Mr. Dearmont's basic belief that the road "has a duty to the public in our area... to exert every effort to continue operation of major passenger trains." More branch-line trains may have to go, but efforts will first be made to make them pay.

Main-line "Eagle" trains are showing an out-of-pocket profit or are close to it. The road's 1957 passenger deficit by the ICC formula was \$17,726,406.

"Travel Tray" meals for coach passengers (lunch or dinner \$1) are now a regular feature on the "Eagles." Similar to airline food service, trays are prepared in the diner and wheeled through the coaches. The arrangement is breaking even.

Holding Costs

● There have been no across-the-board cuts in maintenance, but "selective cuts" have been applied. The rail program has been trimmed in 1958. Tie installations have been cut around one-third.

Freight car repairs at the DeSoto, Mo., shops were halted during March.

Construction is going ahead on the \$12,500,000 double-hump yard at Kansas City. This year's outlay for the project will run about \$6,000,000. Final completion is due in 1959. The road figures on about a 20% annual return on the total project, and faster movement of cars.

New freight cars—a \$12,000,000 building program is budgeted for 1958—are being turned out at the DeSoto shops.

Bullish Future

● A railroad's growth will parallel the growth of the area it serves. As Mr. Dearmont sees it, the MP's area will grow more rapidly than just any other part of the country.

The road will commence work next month on a 23-mile branch to serve the so-called Pea Ridge iron ore project in the Missouri lead belt. The ore project, a joint move by Bethlehem Steel and St. Joseph Lead, will be in full production by 1962. It will produce 30,000 carloadings a year for the MP.

Carloadings have picked up in recent weeks, running above estimates, and the outlook for the 1958 wheat crop in the Southwest is the best in several years.



BEFORE SMATHERS SUBCOMMITTEE, Mr. Dearmont outlines the need for restricted exemptions on agricultural commodities, greater freedom in rate making.

GN'S Courtesy Campaign Pays Off

Special effort by a unique department is bringing a new high in customer acceptance to GN's passenger service. Next: relations with shippers.

To hear the customers talk, Great Northern service is more friendly and courteous than ever before. This, of course, pleases GN. Greater customer acceptance, the road believes, means more business. And it also means that the efforts of officers and employees alike to make Great Northern a friendly railroad are paying off.

GN currently is well into the third phase of a comprehensive attack on the problem of the gruff conductor, the disinterested ticket seller and the unkempt waiter. Lately, some of the fine points of freight service are being dealt with, too. It's a program in which employees themselves are participating heavily.

GN President John M. Budd nearly three years ago assigned to his people the task of developing a fresh and intensive approach to the problem of employee courtesy. Nearly all departments which deal directly or indirectly with customers have been brought into the scheme. What developed was this three-way approach:

- On-the-job discussions of courtesy needs and techniques with employees who contact the public. These discussions are coupled with courtesy talks and movies at safety and loss-and-damage meetings.
- What GN calls an "employee participation questionnaire" program in which passengers were queried about employee courtesy. Employees were told about the questions and the passengers' replies;
- Solicitation of suggestions from various classes of employees themselves.

It's a Full-Time Campaign

A few weeks ago the third approach produced a unique document: a pamphlet containing courtesy tips suggested by passenger conductors and brakemen. Coming up are more tips from dining-car stewards and waiters, agents and ticket sellers, and—on the freight service side—switchmen.

GN's drive for courtesy to its customers has assumed the status of a full-time effort with a department of its own. Harold H. Holmquist, trainmaster at Wenatchee, Wash., was brought into St. Paul in December 1955 and given the job of getting the drive moving. His title was a new one: director of specialized services. Originally, the specialized services job was under jurisdiction of the vice-president—operations. Now the director reports to the vice-president personnel.

About a year later, when Mr. Holmquist

became division superintendent at Minot, N.D., the "courtesy department" was turned over to its present director, W. T. Sloan, former trainmaster at St. Cloud, Minn. Great Northern feels that assignment of executive department responsibility to the problem of employee courtesy through the personnel office may be unique in the railroad business.

A feature of all three phases of the courtesy drive has been a high level of written communication with employees to augment the basic personal contact. GN earlier had equipped an "auditorium car" in which to tour the railroad and bring the company's safety program directly to employees on or near their jobs. This car also serves the same purpose for the courtesy campaign. Representatives of both the specialized services and the department directly involved conducted the courtesy sessions. Then, a follow-up letter was sent to each employee who attended the classes.

"The major problems which you brought to our attention are being carefully analyzed and will soon be in the hands of the responsible officers for their decisions," the letter said. "Many of the local difficulties have already been disposed of as you may know from your own experience. . . . If, with your help, we can establish a national reputation for courtesy and service, we need have neither individual nor company concern for the effects of competitive transportation."

The employee participation questionnaire program also got under way with a letter to all operating department personnel. It described the purpose of the upcoming passenger questionnaire, enclosed a sample, and gave the date the plan would be put into operation.

"This plan has a two-fold purpose," the letter said. "First, to let our patrons know that the Great Northern and its employees are interested in giving passengers the kind of service they deserve; second, to encourage each employee to become service and courtesy conscious. If people riding our trains are judging us, then we will each automatically ask ourselves whether we are doing our best to give our customers the friendly and helpful service they should have."

"In asking you to participate in this plan we wish to emphasize that it is not intended as a check on the performance of any individual. Each of you will be advised of the general results of the ques-

tionnaire so that you can measure your own performance against that of your co-employees and of the Great Northern as a whole."

The questionnaire actually went well beyond the field of courtesy and rather deeply into passenger service in general. It asked passengers their opinion on GN's dinner reservation plan and on the quality of food and beverages. Coach and Pullman passengers alike were asked about the quality of their accommodations. Baggage checking services and station and ticket offices came in for scrutiny.

8,000 Passengers Replied

Passengers who signed their names (it wasn't required), received a thank-you card signed by P. G. Holmes, passenger traffic manager. When the questionnaires were tabulated, a 12-page report went back to all employees. Of the 25,000 questionnaires, some 8,000 were returned.

Last February, the newest phase of the courtesy drive got under way with a letter and questionnaire to passenger conductors and brakemen. Its stated purpose was to "solicit from you who are constantly in contact with the traveling public the ideas you may have formulated that might be of help in increasing passenger patronage."

Conductors and brakemen were asked to answer 13 questions. Would a change in style and color of uniform be beneficial? What method of approach to passengers is most useful in satisfying them and encouraging them to use Great Northern? How could passenger representatives who ride the "Empire Builder" and "Western Star" be of additional help? Are passengers harder to please than in previous years, and why? What is the most difficult problem encountered in contact with passengers? How can employee morale be kept at a high level?

Similar questionnaires later went out to dining car stewards, to waiters, agents and ticket sellers. Each included some basic information on the trend of GN's passenger patronage and revenue, as related to the employee's own job.

Then, last April, the courtesy drive shifted over into the freight department. Switchmen got a questionnaire designed to produce from the ranks ideas which might increase freight patronage.

"In many situations," a letter to switch-

men read, "you are the first or last employee to contact the shippers' representatives when switching the industries. You are the direct and very important contact between the shipper and the Great Northern."

Many questions touched on various phases of freight service and operations: In what situations do switchmen personally contact GN shippers or the general public? What minor services can switchmen perform which would tend to create the most favorable impression? How should you handle the disgruntled motorist whose car has been stopped by a switching

move across a crossing? What are the main criticisms of GN service? What can be done to remedy them? How should student switchmen be coached? What special services do shippers request?

Replies of passenger conductors and brakemen to the questions asked of them have been compiled into a pamphlet for distribution back to employees. Mr. Sloan plans a similar distribution for replies to the other questionnaires.

Advice from conductors and brakemen ranged from suggesting that conductors smile to relieve passengers' tension—passengers regard the conductor as the "boss"

of the train—to keeping patrons fully informed of reasons for delays, mechanical trouble and the like.

How has the courtesy drive paid off? It's Mr. Sloan's feeling that through the medium of interested, informed employees, GN has achieved a new high level in public relations.

Moreover, supervisors all across the railroad have been surprised at the reaction which the courtesy program has received from the ranks, Mr. Sloan says. Unions, too, have gotten behind the idea. Many general chairmen, he reports, have instructed their members to pitch in.

Letters from Readers

More About Deregulation

[The right that the British Railways got in July 1957—to make variable and unpublished rates to individual shippers—has been in effect on the Netherlands Railways since 1934. In our issue of October 8, 1949, a letter from J. H. van der Meulen, an officer of the Netherlands Railways, reported the favorable effect of this greater latitude in rate-making: the railways were getting an increasing percentage of total traffic.]

In the letter which follows, Mr. van der Meulen reports still further deregulation of the Netherlands Railways. Stations have been reduced and freight trains are run with a crew of two men.—Editor]

Utrecht

To the Editor:

Conditions with the Netherlands Railways have not markedly changed since the year 1949 as to the application of unpublished rate reductions. The only difference since then is that the attacks by the champions of inland waterways and motor transport against the unpublished railroad reductions have ceased.

Nowadays, they agree that the transportation industry as a whole (including the railroads) must be in the same position as any other industry as to the prices it wants to quote for its services to its customers. Water carriers and motor transport no more begrudge the railroads the freedom they themselves have.

The Netherlands Railways are a company, the shares of which are owned by the state. When former private railway companies could not continue, the state took over only their shares. The form of a private company was retained.

The Netherlands Railways have just about the importance of a typical Amer-

ican Class I Railroad. Receipts in 1956 were 488,000,000 guilders (approximately \$128,000,000). The railways have operated without deficits since 1946. In the same years most European railroads have had tremendous deficits. The reasons for the comparative profitability of these railways (in 1955 and 1956 a modest dividend of 3% was paid) are: (a) the efficient company form; (b) deregulation; (c) modernization.

Deregulation in the Netherlands has been applied to the railroads, not only in authorizing unpublished rates, but also in:

1. Permitting discontinuance of poorly patronized passenger services. The length of lines in 1930 was 3700 kilometers, now 3200 kilometers, but passenger services are operated on only 2500 kilometers. In 1930 there were more than 900 stations for passenger traffic, now only 300.

2. Abolishing "uncommercial tariffs" (i.e., imposed by government with the object of subsidizing special classes of the population—so-called "social tariffs" for the development of special industries). Most European railways are still laboring under these unremunerative government-imposed special tariffs.

3. Retaining the rule of two men on a locomotive only for steam locomotives. On electric and diesel-electric locomotives or trainsets there is only one man in the cab. Superfluous brakemen are not used—all trains being air-braked. A freight train here has only the engine-driver in the cab and a conductor in the caboose (2 men for a train of 60 cars).

As a result of deregulation, unremunerative services were curtailed and money became available for modernization on a large scale.

The Netherlands Railways are the first major European railroad to abolish steam traction. In the month of January of this year the last Dutch steam locomotive was ceremonially brought to the Railway Museum. Of our lines about 50% are electrified now; but of the train-miles 2/3 are electric and 1/3 diesel-electric.

Though earnings of the Netherlands Railways may not seem favorable in comparison to those of the best American Class I Railroads, they still are very favorable in comparison to earnings of other European railways, where deregulation still has made little or no progress.

The Dutch example has attracted the attention of many responsible railway managers in Europe. Recently, by Swiss initiative (by the Director of the "Office Central des Transports Internationaux par Chemins de Fer" at Bern) a memorandum was published concerning the advisability of the introduction of unpublished rates for international traffic.

J. H. van der Meulen

'Terrific Job'

Swissvale, Pa.

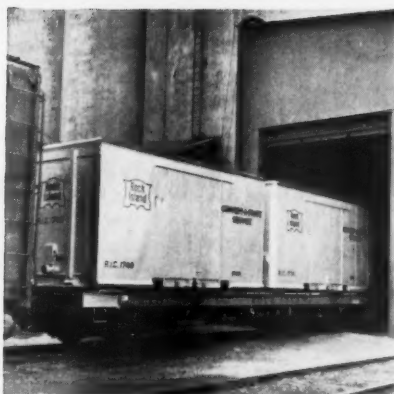
To the Editor:

I feel compelled to congratulate you on the terrific job Railway Age has done in telling the railroad story. It just could not be more forcefully done—nor any clearer than you have made it. If there is a "Pulitzer Prize" for railroad journalism, Railway Age ought to get it.

A. M. Wiggins

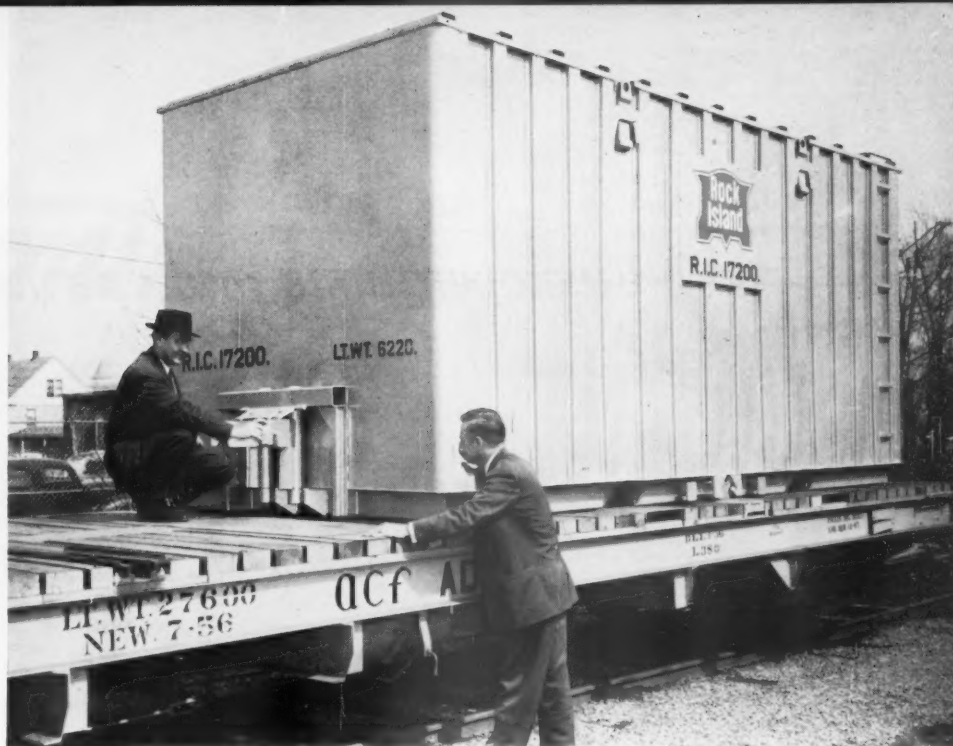
Vice-President and General Manager

Union Switch & Signal



ROCK ISLAND ALTERED 20 Convert-a-Frate boxes to handle processed grain. Hatches were installed in the car roof, and exhaust gate was built into one end of the box.

R. F. NEWTON, (on car) Rock Island electrical and mechanical engineer; and Walter Vorbleski, ACF manager of inspection, check one of the new steel cargo box units built for processed grain traffic.



New Way to Get More Business

Rock Island and Chicago & Eastern Illinois have something new for the grain processing industry—top-loading portable cargo units.

First traffic for the new equipment will be malt and brewers' corn grits bound for a St. Louis brewery. But freight traffic officers of the two roads are hopeful that additional business can be developed to make use of the cargo box setup. The service, one traffic research director pointed out, could be adapted to handle almost any granular, free-flowing material.

Here Are the Basic Tools

Basic tools of the operation will be some sixty-eight 8x8x17-ft cargo boxes, similar to Rock Island's Convert-a-Frate units. But each of the new cargo units is equipped with two top-loading hatches, and a single exhaust port in one end.

American Car & Foundry Division of ACF Industries built 48 of the boxes—30 for Rock Island, 18 for C&EI. In addition, Rock Island revamped 20 of its Convert-a-Frate boxes for grain product service. Rock Island four-wheel flat cars (two boxes per car) will be used between the Twin Cities and Chicago and St. Louis. C&EI is equipping six 58-ft flat cars to handle three boxes each for movement between Danville, Ill., and St. Louis.

In operation, the system will work this way:

Cargo units will be loaded while on the car—with malt at Minneapolis or Chicago, with corn grits at Danville. Shipments will be routed to a team track in St. Louis, where the boxes will be lifted from flat car to flat-bed truck trailer and driven to the brewery. Unloading will be accomplished by means of a telescopic hydraulic lift on the truck. The lift will tilt the boxes to about a 45-degree angle. This will allow the grain products to flow through the exhaust port into a storage bin. Unloading will be by gravity, with some air assist.

Rail traffic officers see several advantages in the system:

- It offers shipment in a sanitary container, with no possibility of insect infestation.
- It solves a big materials handling problem. Transfers of material were involved in previous methods of shipping—and each transfer involves a certain amount of breakup by attrition, which tends to reduce the brewery yield from the grain products.
- It's cheaper all around. Former shipping procedure involved transfer of malt from covered hopper to elevator to truck to brewery. Corn grits went in bags by box car. The cargo box system eliminates the transfer and the cost of bagging the

grits. Moreover, once the cargo units are loaded and sealed, possibility of loss or damage is eliminated, with resulting benefits to the railroads.

What's the potential for this service? The initial move involves just one brewery (Falstaff in St. Louis). But A. J. Ferrell, Rock Island's freight traffic manager-sales and service, cites inquiries by several other breweries. He sees the operation as a "very suitable" service for breweries located off track. According to one figure, some 30% to 40% of U. S. breweries would fit that description.

Full Potential Not Explored

Carl J. Lessing, C&EI's director of traffic research, describes the cargo box system as "the first equipment designed exclusively for the grain processing industry to serve users without rail sidings." The full potential of the service, he feels, hasn't yet been fully explored. Off-line bakeries could use it; so might certain parts of the chemical industry.

As it stands now, development of the cargo box service has been a cooperative affair, involving the two railroads, the brewery, and the Albert Schwill & Company malt house (whose executive vice-president, Thomas P. Nelligan, has been a prime mover in the developmental work).

Five operations in a one-man machine with • • •

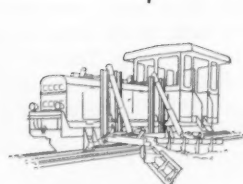


...Fairmont

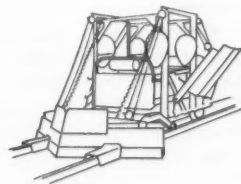
THE FAIRMONT W23 SERIES A BALLAST MAINTENANCE CAR is designed to shape and equalize shoulders . . . disc . . . scarify . . . sweep ballast . . . and plow ballast into or out of the center track area. It accomplishes five essential jobs with the labor of only one man—the operator! With this multi-purpose machine, he can fill in shoulder low spots . . . break up mud dams . . . improve drainage . . . uproot weeds . . . and get smooth, steady operation in heavy going! If you have any questions, talk to your Fairmont representative. He'll be happy to help you modernize and mechanize your maintenance operation!

Additional Ballast

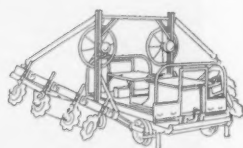
Maintenance Units



W77 SERIES A BALLAST MAINTENANCE CAR features a 112-h.p. engine with eight speeds and two-way, four-wheel drive. Attachments include scarifiers, discs, center plow, ballast equalizing box and two sizes of blades.



W92 SERIES B BALLAST BLADER AND SHAPER economically spreads and distributes ballast during surfacing and track raising. Powered by a 6-cylinder engine with a four-speed transmission. Hydraulic powered lift on plow and blades.



W62 SERIES C Ballast Discer is a self-propelled unit that improves track drainage, reshapes shoulders and aids in reballasting and tie renewal programs. Five 18" discs, full-depth operation.

FAIRMONT RAILWAY MOTORS, INCORPORATED FAIRMONT, MINNESOTA

MANUFACTURERS OF BALLAST MAINTENANCE CARS, DERRICK CARS, OIL SPRAY CARS, GROUTING OUTFITS, TIE RENEWAL EQUIPMENT, RAIL RENEWAL EQUIPMENT, WEED CONTROL EQUIPMENT, HY-RAIL CARS, TRACK MOTOR CARS, PUSH CARS AND TRAILERS.

Railroading



After Hours

with *John Lyne*

NO "CANNED" LETTERS—Of all the literature I've seen in support of the Smathers program, none strikes me as more effective than the presentation in the C & O's May 16 "Chessie News." The intention of the presentation is to induce the reader to write his congressmen—but there is no "canned" letter provided. The paper tells the reader what the principal provisions of S.3778 are—and why they're important to him.

If the reader is really interested, he has before him all the information he needs—to enable him to make up his mind and write his own letter. And there's a list of senators and congressmen from each state.

C & O has sent this paper to all employees and stockholders, to 37,000 patrons and to a large list "outside."

SOME NEWS IS GOOD—There's hardly a railroad anywhere, no matter how bad the present crisis has hit, for which some things aren't better than they were a year ago. For one thing, most roads can show speedier and more dependable service to freight customers. New industries are developing on-line. Some railroads, for instance the MoPac, have determined not to be licked by the passenger problem without a hard fight.

You can't get people excited about the mistreatment you're getting if you tell them everything is jake. But you also can't arouse much interest if you erroneously let them think you're already half dead. The railroads are still hauling a lot of freight and a lot of passengers, and most of them are doing a good job of it. I think the chins-up railroads and suppliers, who are telling the brighter side of the picture, are doing the whole industry a much needed service.

STEAM LOCO BUYER—About Paulsen Spence of Baton Rouge, whom I reported here as having rounded up 24 steam locomotives for his 3½-mile railroad—I didn't make it clear that he expects to extend his railroad. He doesn't collect steam locomotives as a pastime, but because he works them now and expects to work them harder in future.

8 HOURS' WORK A DAY—I see the Boston Herald is suggesting that commuter service might come nearer to paying its way—if crews who work only 3 or 4 hours at their regular work would fill out the 8 or 10 hours they're paid for by doing other jobs. The paper says it realizes the objections—from a standpoint of craft distinctions, but shouldn't labor do it's share to solve the city's transportation problem?

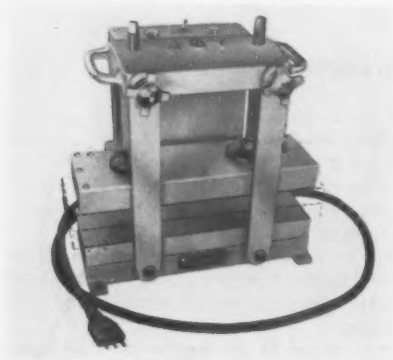
The paper also suggests staggered work hours by business concerns—and tax exemption for commuter lines.

Tolls on highway traffic to cover full cost of highway facilities—and compensatory parking charges—might help too.

JUNGLE LAW—The cause of deregulation of railroads has no more persistent a spokesman than P & L E's John Barriger. He told me the other day that he'd been asked if he favored a return to the "law of the jungle" in transportation competition.

"Yes," was his answer, "if I have to choose between the law of the jungle and being in a cage at the zoo, I'll take the freedom of the jungle every time."

New Products Report



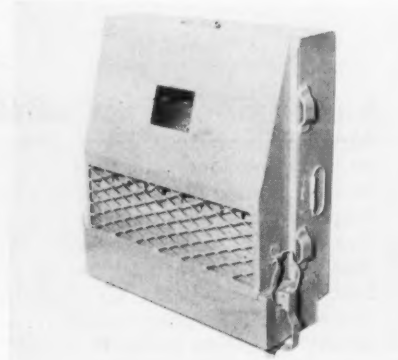
Cable Vulcanizing Presses

A line of molding presses for re-insulating and re-jacketing natural rubber, synthetic rubber and thermoplastic covered cables is available. It accommodates all standard cable types and sizes through use of interchangeable aluminum molds. The presses carry a 3,000-watt rating and are available for operation on 7 standard a-c and d-c voltages. Heat from strip heaters is applied directly through molds to areas being vulcanized. *Electrical Products Div., Joy Mfg. Co., Dept. RA, 1201 Macklind Ave., St. Louis 10, Mo.*



Rubber Draft Gear

The Class FR-19 rubber draft gear provides an improved arrangement which permits the use of more rubber units than used in previously certified Miner gears. Increased capacity results. Ultimate pressures have been maintained at a low level. Proper initial compression provides slack-free operation of cars with positive and full-time protection for lading, cars and attachments. The FR-19 gear is fully enclosed and held as a self-contained unit, without bolts, by a special locking feature. *W. H. Miner, Inc., Dept. RA, Chicago.*



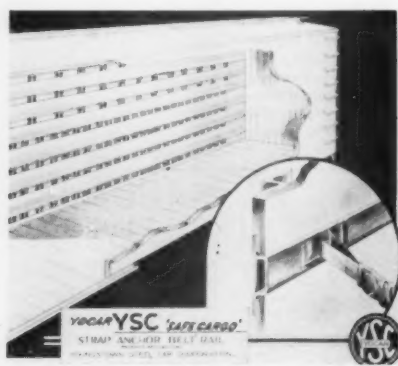
Oil-Bath Air Filter

The Far-Air oil-bath filter is designed for reliable protection of all types of diesel engines where intake air filter requirements make an oil bath installation desirable. Unit shown can be applied in existing vertical panel filter-holders without reworking. The filter media is constantly scrubbed in a bath of oil which returns collected dirt to the sump. The only service required is periodical draining, removal of sludge, and refilling to the proper level. *The Farr Company, Dept. RA, 2301 Rosecrans St., El Segundo, Calif.*



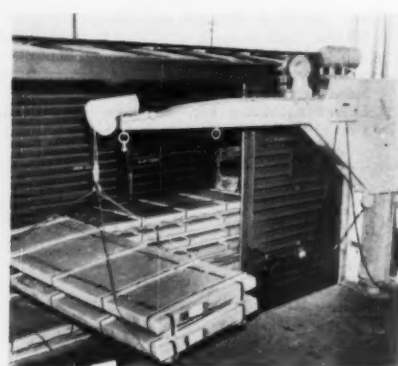
Load Binders

The Lebus all drop-forged, heat-treated load binders are offered in 4 sizes for use with chain up to 3/4 in. size. To meet the need of every user they are available three ways: With Lebus hooks permanently installed, with clevis hooks, or with links to which the user may attach an extension or special fitting. Ball and socket swivels on hook assemblies provide a straight line pull and easy hook up. Handles, flanged at the leverage point, prevent spreading. *Crosby-Laughlin Div., American Hoist & Derrick Co., Dept. RA, Fort Wayne, Ind.*



Permanent Wall Anchors

A new method of applying a permanent anchoring system to existing box cars, known as Yocar "Safe Cargo," is said to overcome previous objections by railroads to the excessive initial cost of installation of damage-free systems. It eliminates the need for wood linings in box cars. Yocar "Safe Cargo" strap anchor belt rail can be installed during the relining process. Tests by the Signode Steel Strapping Co., Chicago, showed "no evidence of failure in any form." *Youngstown Steel Car Corp., Dept. RA, Niles, Ohio.*



Jib Crane

Box car loading or unloading time is said to be reducible as much as 60% by use of the Young Jib Crane, which is mounted on a leg at the side of the warehouse doorway. An electrically controlled swinging boom commands the entire car interior and a wide area in the warehouse. A swivel fairlead permits directional loading, with controlled lateral movement of the load inside or outside the car. A swiveling hook-nose hook makes slings easy to manage. *Young Iron Works, 2959 1st Ave., Dept. RA, Seattle 4, Wash.*

'Train 'em to Keep 'em Rolling'

That's the theme of the NRAC—colloquial, perhaps, but very much to the point for an organization devoted to improving railroad apprenticeship.

Some 200 railroad men will crowd into a conference room in St. Louis a few weeks hence to take a crack at one of today's less-publicized railroad problems.

The problem hasn't made headlines, as competition, rate-making and taxation have. But it is a problem deeply involved with the future of the industry—apprenticeship. Specifically, the discussion will center on this basic question:

How do management and labor best accomplish the task of developing the skilled men needed to keep the railroads running?

This discussion group—the National Railroad Apprenticeship Conference—met for the first time as a national organization last summer in Houston, Tex. (Railway Age, July 29, 1957, p. 41). Next July 16-18 in St. Louis the conference will get together again for a more searching look at the situation.

Four topics are on the docket:

- Use of visual aids and related instruction:

- Records and record-keeping systems.
- Job instructor training.

- Railroad Retirement benefits as related to the apprentice.

It's an Old Art

In the railroad business itself, apprentice training of one form or another is almost as old as the industry. Some carriers date the start of their programs from the 19th century, although formal instruction as it's known today developed somewhat later. Over the years, the number of apprentices has fluctuated with the times. But, according to Railway Employees Department (AFL-CIO) figures, an average of about 10,000 apprentices have been in training each year since the end of World War II.

Some 24 railroad and related company training programs are now registered with the U.S. Department of Labor's Bureau of Apprenticeship—a registration which means the carriers run programs meeting eight fundamental conditions:

- The program starts apprentices at a minimum age of 16.

- It offers a schedule of work processes in which an apprentice is given training and experience on the job.

- It offers organized instruction designed to provide the apprentice with knowledge in technical subjects related to his trade.

- It includes a progressively increasing wage scale.

- It provides proper supervision of on-the-job training with adequate facilities for training.

- It sets up periodic evaluation of the apprentice's progress, both in job performance and related instruction, and in the maintenance of appropriate records.

- It operates in an atmosphere of employee-employer cooperation.

- It gives the apprentice recognition for successful completion of his training.

Within this framework, programs are set up to handle specific requirements.

Take for example, Missouri Pacific's apprenticeship operation, with some 295 boys in training at 17 points on the system. (MoPac, incidentally, is the home road of NRAC's first chairman, Harold M. Hoffmeister, general purchasing agent and former assistant to the chief mechanical officer.)

Missouri Pacific can look back over about 30 years of apprentice training, which has produced hundreds of skilled journeymen, plus many district mechanical superintendents and master mechanics.

Three classes of apprentices—regular, helper and special—are covered by the program. Regular apprentices (who must be in the 16-24 age bracket when they

start) take 1,040 days of training, divided into eight periods of 130 8-hour days each. In the helper apprentice group are men who have had at least two years' experience in their craft. They serve 780 days in training.

The third class, special apprentices, are men in the 18-26 age group who have had a technical school education. They also serve six periods of 130 8-hour days each, but receive their training in various departments and crafts. At the end of his training period, the special apprentice chooses the craft in which he wants to be employed and works for a full year to earn the classification as journeyman.

Missouri Pacific terms its program an outstanding success—both in developing journeymen and in providing a pool of trained manpower for supervisory jobs.

All personnel, MoPac points out, are considered for promotion when the occasion arises—"but a man who has had the benefit of the [apprentice] program is in a better position to assume a responsible position by virtue of his practical and theoretical training."



Milwaukee Salesmen Get the Word

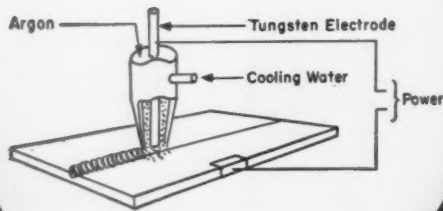
Milwaukee traffic men get some succinct anti-recession advice during recent staff meeting in Chicago. Looking over road's sales slogan are (left to right) Walter W. Kremer, vice-president-traffic; Harry Sengstacken, pas-

senger traffic manager; Phillip J. Cullen, western traffic manager; Gerald M. Ryan, general freight traffic manager-rates and divisions; and William D. Sunter, general freight traffic manager-sales and service.

From Car Building to Repair

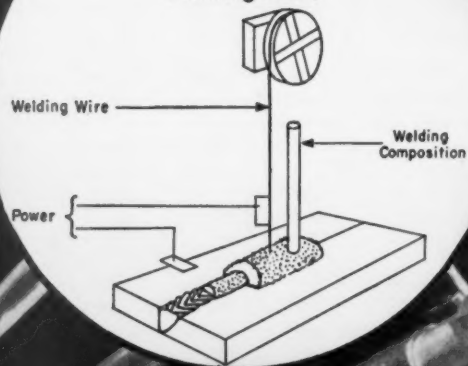
HELIARC

Inert Gas Shielded Arc



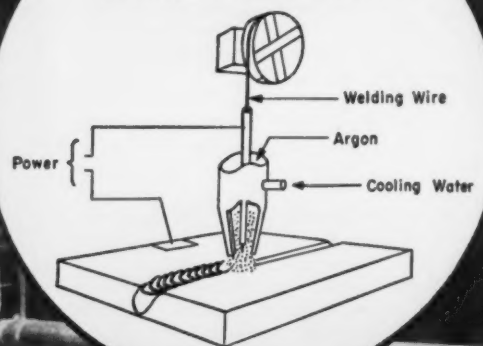
UNIONMELT

Submerged Arc



Sigma

Shielded Inert Gas Metal Arc



FOR THE BEST IN ELECTRIC WELDING... LOOK TO LINDE

... LINDE provides the *right welding method!*

Inert gas shielded arc welding—

HELIARC Welding is helping railroads save up to 88% of new rolling stock cost by simplifying and speeding many car fabrication jobs. This process, using a tungsten electrode and a shield of LINDE argon, is tops for joining hard-to-weld commercial metals. HELIARC Welding produces high-quality welds that resist corrosion and eliminate costly grinding and finishing.

Submerged arc welding—

Big savings in time and materials in the fabrication and reconstruction of all types of rolling stock are made possible with UNIONMELT Welding. Materials ranging from light gage to heavy plate, adaptable to mechanization, can be most economically joined by UNIONMELT Welding. UNIONMELT Welding is also used extensively for resurfacing metal, providing extra wear and corrosion resistance.

Shielded inert gas metal arc welding—

One of the most versatile welding methods for railroad car fabrication is Sigma Welding. LINDE's Sigma apparatus, using a shield of LINDE argon, is ideal for manual welding of commercial metals $\frac{1}{8}$ in. or more thick, and for automatic operation on lighter gage metals to .050 in. Highest quality welds can be made on aluminum thicker than $\frac{1}{8}$ in. at speeds up to 16 inches per minute. Build-up and surfacing jobs are also improved by using LINDE's Sigma welding method.

New!

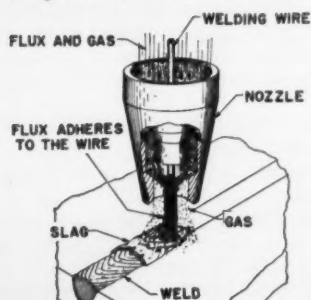
Magnetic flux gas shielded arc welding—

UNIONARC Welding, LINDE's latest contribution to the railroad industry, is an extremely fast method for welding mild steel. This method employs a continuously-fed, bare steel wire electrode, magnetically coated with flux conveyed in a stream of carbon dioxide shielding gas. Manual welds can be made easily in any position—vertical, overhead, downhand—with no stops to change electrodes. The speed, versatility, and ease of operation of UNIONARC Welding brings costs down 25% to 65% below those of manual covered electrode welding. Clean, smooth, high-quality welds are provided, even in the presence of moderate amounts of rust, scale, and moisture.

LINDE engineers have worked with railroad men for many years designing, developing and testing electric welding methods and apparatus... to improve road maintenance, equipment repair and shop fabrication. This wealth of experience is yours for the asking. Just call your nearest LINDE office.

LINDE COMPANY, Division of Union Carbide Corporation, 30 East 42nd Street, New York 17, N. Y. Offices in other principal cities. *In Canada:* Linde Company, Division of Union Carbide Canada Limited.

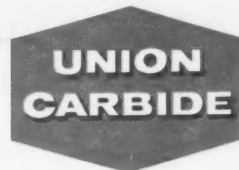
UNIONARC **Magnetic Flux Gas Shielded Arc**



The terms "LINDE," "HELIARC,"
"UNIONMELT," "UNIONARC,"
and "UNION CARBIDE" are
trade marks of Union Carbide Corporation.

RAILROAD DEPARTMENT

Linde
TRADE-MARK



'Update Work Agreements'—Brown

Guy L. Brown last week called on the railroads and their employees to work together "on a genuine give-and-take-basis" to bring operating rules and working agreements up to date.

Mr. Brown, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, spoke before the Railroad Public Relations Association at White Sulphur Springs, W. Va. He was the first labor leader ever to address an RPRA convention.

"I think management should review its operating rules [and] seek advice from employees in making changes that would enable the railroads to provide better service to more customers with the facilities they have and can get," he said.

"At the same time both management and labor representatives should take a careful look at their working agreements. Some of them contain rules which were written at or before the turn of the century. I would point out that some of the conditions which management now objects to most strenuously can hardly fairly be considered the fault of the employees. They were just what management wanted in the early 1900's.

"Revising the agreements now will bring some dislocations, some drastic changes in habits. But I am a great believer in looking things squarely in the face.

"These things can be ironed out in honest, straightforward negotiations in which both sides negotiate on a genuine give-and-take basis, taking into consideration what will be for the best interest of all employees and the industry as a whole. . .

"In this respect, labor representatives have a job to do making many of their own people realize the evolution and changes that are taking place in the industry.

This same cooperative spirit, he added,

"can move mountains in the field of needed legislative reform."

He said the railroads will find "valuable allies" in their employees in putting across their case for legislation now pending in Congress.

"I know you can count on them to help you, if management has earned their respect and confidence by showing its willingness to cooperate and to consider their problems.

"The employees have a great stake in the railroad industry—and I mean the privately owned railroad industry. Our Brotherhood, for one, is firmly convinced that government ownership is not the answer to the problems."

Crump Raps 'Make-Work' Rules

Canadian Pacific President Nathan R. Crump fears that "outmoded make-work rules" and "excessive wage demands" of organized labor may hurt Canada's future development.

He told the Canadian Life Insurance

Officers Association that the future capital requirements of Canada's transportation industry "will, if anything, be even greater than in the past."

But, he added:

"These capital needs. . . will not be met if organized labor, either through outmoded make-work rules or excessive wage demands, denies the investor the prospect of earning a reasonable return on his money."

Mr. Crump warned of the serious effects of restrictive regulation, particularly that which "prevents any segment of the transportation industry from pricing its services according to the dictates of competition."

"Resistance to change and progress in transportation," he declared, "whether it manifests itself in the realm of collective bargaining or in the perpetuation of outdated restrictive regulation in the realm of public policy, can result only in less efficient transportation services, thus imposing an unnecessary cost burden on the Canadian public."

The CPR president was critical of the influence which, he said, American labor leaders try to exercise over Canadian unions.

"For Canada's national economic integrity to be placed in jeopardy at the whim and to serve the special interests of some union leader in the United States, does violence, I suggest, to the very spirit of Canadianism," he said.

"A sense of urgency attaches to this problem, as I see it, because of the influence exerted by union leaders in the United States, through international unionism, upon the lives and jobs of Canadian workers."

He added: "I am confident that its solution is not beyond the capacities for statesmanship of Canada's trade union movement."



Rail Seminars Blanket 15 States

To bring railroad personnel up to date on eastern policies, the ERPC, through its local committees, recently sponsored seminars in 15 northeastern states. Total attendance was estimated at 4,000. Shown at opening seminar in

Gary, Ind., are (left to right) Sam Keating, New York Central assistant general attorney; Noah Walker, B&O general attorney; W. M. Wiarda, assistant superintendent, Erie; and Douglas Campbell, NYC vice-president.

MARKET OUTLOOK *at a glance*

Carloadings Slip 7.2% Below Previous Week's

Loadings of revenue freight in the week ended May 31 totaled 529,547 cars, the Association of American Railroads announced on June 5. This was a decrease of 41,123 cars, or 7.2%, compared with the previous week; a decrease of 141,498 cars, or 21.1%, compared with the corresponding week last year; and a decrease of 189,662 cars, or 26.4%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended May 24 totaled 570,670 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, May 24			
District	1958	1957	1956
Eastern	85,198	113,305	123,701
Allegheny	100,144	143,101	158,032
Poconchos	46,294	64,717	65,501
Southern	104,111	120,665	132,466
Northwestern	82,295	119,768	127,421
Central Western	105,175	109,539	121,961
Southwestern	47,433	51,808	59,172
Total Western Districts	234,923	281,115	308,554
Total All Roads	570,670	722,903	788,254
Commodities:			
Grain and grain products	46,460	47,953	51,026
Livestock	4,851	5,150	6,138
Coal	98,034	132,423	140,119
Coke	5,264	11,023	13,031
Forest Products	34,583	40,367	48,220
Ore	39,768	87,849	84,275
Merchandise I.C.I.	44,607	55,084	60,177
Miscellaneous	297,103	343,054	385,268
May 24	570,670	722,903	788,254
May 17	560,765	722,144	778,997
May 10	535,204	723,317	777,606
May 3	533,004	718,986	770,558
April 26	533,724	690,789	779,977
Cumulative total, 21 weeks	11,279,722	14,210,255	15,066,463

IN CANADA—Carloadings for the seven-day period ended May 21 totaled 69,348 cars, compared with 74,986 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 21, 1958	69,348	25,283
May 21, 1957	72,932	31,959
Cumulative Totals:		
May 21, 1958	1,345,862	573,962
May 21, 1957	1,454,928	664,383

New Equipment

FREIGHT-TRAIN CARS

► **Northern Pacific.**—Has started a \$4.4 million freight car building program at its Brainerd, Minn., shops to provide additional equipment to handle an anticipated upturn in business this fall. Cars to be built (all previously reported in this column) include 450 double-door 50-ft box cars and 50 insulated, Compartmentizer-equipped box cars with roller bearings. NP already has announced plans to purchase in 1958 25 40-ft mechanical refrigerator cars and 28 Airslide covered hoppers at a total cost of \$1 million.

New Facilities

► **Canadian National.**—Contract for grading, ditching, and installation of culverts in connection with CNR's new \$15 million push-button freight yard at Moncton has been awarded to Modern Construction Limited. Laying of tracks in the yard will begin early in 1959.

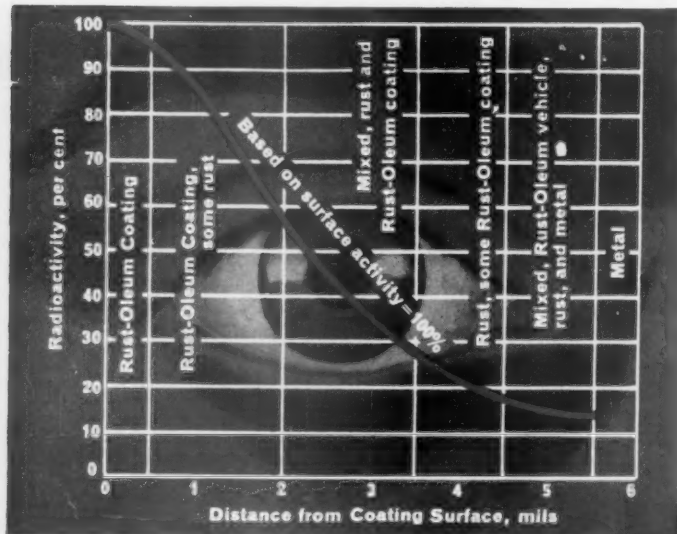
► **Missouri.**—The city of St. Louis, the Missouri Pacific, the Terminal Railroad Association of St. Louis and the National Park Service have asked the Missouri Public Service Commission to approve a new plan for relocating Mississippi riverfront railroad trackage at the Jefferson National Expansion Memorial site, St. Louis. The project would cost slightly under \$3,000,000. Under a 1952 order, the commission approved relocation of tracks in a 3,000-ft tunnel 50 feet west of the present elevated line. Current plan would run the tracks 105 feet west of the existing line, in an open cut and a 960-ft tunnel. Hearings are set for June 11.

► **Quebec.**—The Quebec Cartier Mining Company has invited bids on construction of a 193-mi railroad into iron ore country north of the St. Lawrence River in Quebec. The line will run from Port Cartier, near Shelter Bay, to Lac Jeannine. It will be west of and roughly parallel to the Quebec, North Shore & Labrador, which reaches the St. Lawrence at Sept Isles, Que. Quebec Cartier, a subsidiary of U. S. Steel, has been conducting ore explorations in the area for the last six years.

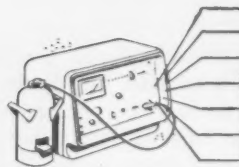
► **Southern Pacific.**—Started relocating freight yard facilities at Tucson, Ariz., to improve operating efficiency and release land for industrial development. The project involves transfer of part of SP's downtown yard to its East Yard at 22nd Street. The existing East Yard has 1,218-car capacity; relocation and addition of trackage will increase capacity to about 2,425 cars. Major items involved in the project include: relocation of 8.6 miles of track and 59 switches; additional construction of 2.8 miles of track and 56 switches; relocation and expansion of diesel fueling facilities; construction of new yard office; vacation of the present yard office near SP's passenger station and relocation of IBM equipment at East Yard. Work on the project is expected to be completed in the spring of 1959.

► **Wabash.**—Started construction of a new auto parts loading dock east of the road's Landers Freight Center, Chicago. Cost of the project will be approximately \$305,000. Wabash also plans to start construction soon of a new bridge over the Calumet Sag Channel near Palos Park, Ill. The bridge, made necessary by widening of the navigation channel, will cost about \$1,500,000 and will be financed largely at U. S. government expense.

See Rust-Oleum penetrate rust to bare metal through the "Eyes" of Radioactivity!



Curved line illustrates Rust-Oleum penetration through rust at each mil level as recorded by Geiger Counter.



Rust-Oleum dries to a firm, decorative coating that resists salt water, sun, fumes, heat, humidity, and weathering.



Geiger Counter traces Rust-Oleum penetration to bare metal! In nearly three years of radioactive research, Rust-Oleum's specially-processed fish oil vehicle was radio-activated and formulated into Rust-Oleum 769 Damp-Proof Red Primer — then applied to rusted test panels. Rust-Oleum's specially-processed fish oil vehicle was then traced through the rust to bare metal by Geiger Counter.

This penetration means rust-stopping power, because the fish oil vehicle works its way into the tiny pits in the metal where it drives out air and moisture that cause rust. Important savings are yours, because Rust-Oleum can be applied directly over sound rusted surfaces — usually eliminating costly surface preparations. Attach coupon to your business letterhead for your copy of the thirty-page report entitled, "The Development of a Method To Determine The Degree of Penetration of a Rust-Oleum Fish-Oil-Based Coating Into Rust On Steel Specimens," prepared by Battelle Memorial Institute technologists.



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Ahnapee & Western Seeks Authority to Extend Line

The Ahnapee & Western has filed application with the ICC for authority to extend A&W lines by some 222 miles. The carrier now operates 34 miles of railroad; the entire proposed extension would be in car ferry routes across Green Bay and Lake Michigan.

At the same time, the A&W board of directors approved the road's entry in a complaint to be filed with the ICC to require the Ann Arbor to establish interchange with the A&W at Bay Junction (Sturgeon Bay), Wis.

Ahnapee & Western's proposed car ferry line would operate between Marinette, Wis., and Menominee, Mich., on the west and Frankfort, Manistee and Ludington, Mich., on the east, via Sturgeon Bay. At present, A&W's 34-mile rail line operates between Sturgeon Bay and Casco Junction, Wis. Its only interchange point is at Casco Junction, with the Kewaunee, Green Bay & Western.

In its application, the A&W says it has "repeatedly requested" Ann Arbor to establish interchange at Sturgeon Bay and that the AA has declined to do so.

The inability of A&W to interchange at its northern terminal, the road contends, "results in unnecessary delay of traffic both eastbound and westbound, amounting in some cases to more than 24 hours . . . [and] requires an unnecessary and expensive back-haul" of A&W traffic.

Cost-Cutting Plan Wins Big Money for IC Pair

Illinois Central's employee suggestion system is paying handsome dividends — both for employees and for the railroad. A sheetmetal worker in Memphis, Tenn., and a clerk in the transportation department in Chicago recently received duplicate awards totaling \$2,235 each for similar suggestions on reducing terminal handling costs at New Orleans.

The suggestion: take cars out of the streamliner "City of New Orleans" as the passenger load diminishes en route. The awards were the second largest in the 20-year history of the suggestion system.

Since 1939, the IC has considered 461,863 employee suggestions; adopted and placed in effect, 82,781; and made employee awards totaling \$1,112,235.

French Railroads Report Traffic Increases in 1957

The French National Railroads enjoyed a 6.8 per cent increase in freight traffic and a 5.8 per cent increase in passenger business in 1957.

The nationalized system's annual report, just published, also noted a 6.7 per cent increase in employee productivity over the preceding year. The French system has cut its work force by 29 per cent since 1938.



World's Largest 'Toaster' Moves by Rail

Nine carloads of parts for the world's biggest automobile incinerator (it melts down auto scrap) rest at the Lehigh Valley's Jersey City terminal after rail movement from Columbus, Ohio. The \$150,000 incinerator was to move later,

by car float, to the Bronx plant of the Schiavone - Bonomo Corporation for testing. In the scrap iron trade, it's known as an "automobile toaster." New "toaster" reportedly eliminates air pollution.

Coordinate, or Else—Walrath

ICC Commissioner Laurence K. Walrath thinks it's high time for competing modes of transportation to get together on through-routing and joint rates.

If they don't do this, he told a group of truckers in Boca Raton, Fla., it may be necessary to grant "flexible service privileges to a single carrier."

"It seems certain," said Mr. Walrath, "that the day is soon coming when most long-haul freight will move in containers, which will easily interchange from truck chassis to rail flatcar, to barges or ships, and to aircraft."

"It is logical to expect these shipments will begin and end by highway, with rail movement largely that between rail and water centers where the long-haul can be expedited and at low cost. The shipper will gain through virtual elimination of terminal handling and through selection of routing which utilizes the inherent advantages of the various carriers involved."

He noted that the railroads were asking for the right to engage in other forms of transportation. Most of the Commissioners, he added, "feel the public interest would best be served through preserva-

tion of the independence and basic competition of the different modes — but in the final analysis, we are not willing to deny to shippers the advantages of flexible service if existing carriers fail to offer it."

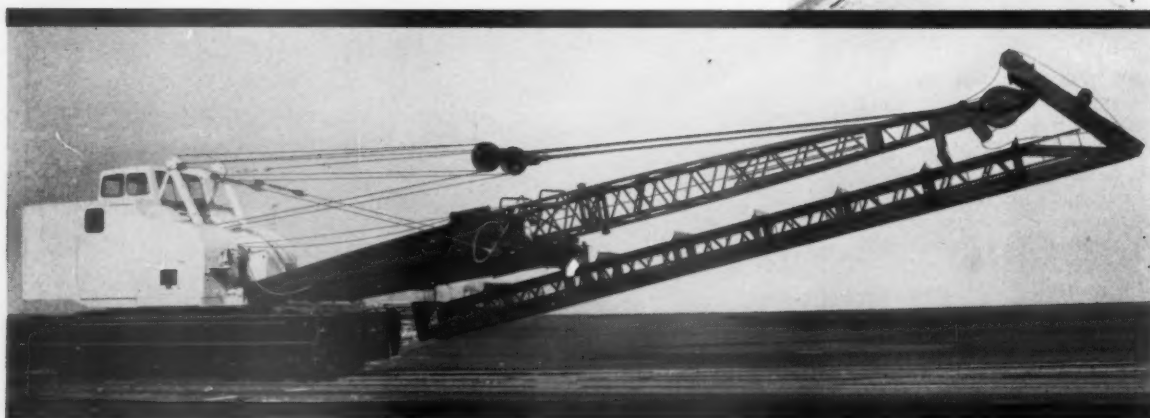
Mr. Walrath had this final warning for the truckers: "Simply opposing, and thereby perhaps defeating, railroad proposals for progress, without offering the shipper the advantages he needs, does not fulfill your responsibility as common carriers. Transportation economies must be found and passed on to shippers, if common carriers are to survive."

'Perfect Shipping News' Suspends Publication

Four years and nine months of publication of the AAR's "Perfect Shipping News" ended with the March-April issue.

Issuance of the publication is to be deferred indefinitely in the interest of economy, according to C. A. Naffziger, director, Freight Loss and Damage Prevention Section.

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DIESEL ELECTRIC PILE DRIVER
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Propelled by electric travel motors, these Industrial Brownhoist machines are capable of road speeds up to 18 miles per hour . . . they get on and off main lines in a hurry. Strut and leaders fold away for travel, allowing full railroad clearance, and they're quickly and easily fastened in upright position for battering. The Brownhoist rotates in a full circle, and its leader reach of 28'6" from center of rotation gives it a wide working range. A large Diesel engine supplies the power for the heavy-duty Brownhoist machine. It has a maximum leader load of 26,000 pounds, and is equipped with power battering to sink piles as large or larger than that shown in the upper photograph. For further information about Diesel Electric Pile Drivers or other heavy-duty materials handling equipment, write today for your copy of the new Industrial Brownhoist catalog.



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Horace M. Emerson
ACL



W. H. Cyr
CNR



Harry C. Von Berg
C&E



Herbert G. Feth
C&E

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—K. E. Rion, district representative, Freight Loading and Container Bureau, 30 Vesey street, New York 7, is handling for railroads and shippers in that region all problems related to containers and blocking and bracing which may be directed to his attention dealing with general merchandise and fresh fruits and vegetables.

ATLANTIC COAST LINE.—Horace M. Emerson, assistant treasurer, elected treasurer, ACL and Charleston & Western Carolina, Wilmington, N. C.

George D. Jamie and R. W. Lanier appointed general agents at Mulberry and Belle Glade, Fla., respectively.

CANADIAN NATIONAL.—W. H. Cyr, research engineer, appointed chief mechanical engineer, Montreal, succeeding G. M. Harding, named superintendent of training (mechanical), to replace L. H. Bexon, retired.

William Bellamy appointed assistant superintendent telegraphs, Toronto.

CANADIAN PACIFIC.—R. F. P. Bowman, assistant superintendent, Minnedosa, Man., promoted to superintendent, Lethbridge division, Lethbridge, Ont., succeeding D. M. Dunlop, transferred to the Calgary division. Mr. Dunlop replaces J. L. Hall, named superintendent, Winnipeg terminals, succeeding H. R. Kelley, retired. E. N. A. Sewell, assistant superintendent, Wynyard, Sask., transferred to Minnedosa. J. D. Flintoft, assistant to general superintendent, Alberta district, Calgary, named assistant superintendent, Saskatoon. Stanley Gibbons, chief clerk, office of vice-president, appointed assistant to general superintendent, Alberta district, Calgary.

CENTRAL VERMONT.—Harold J. Harvey appointed trainmaster, St. Albans, Vt.

CHESAPEAKE & OHIO.—T. Jefferson, Jr., freight traffic manager, rates, Richmond, named freight traffic manager, rates and divisions, at that point. Position of general freight traffic manager discontinued.

Ralph B. Goodman, assistant general passenger agent, Richmond, promoted to general passenger agent there.

S. M. Ehrman, assistant to general superintendent car department, Richmond, appointed assistant general superintendent car department there, succeeding B. J. Rucker, who retired May 31. E. J. Henshaw, general foreman car department, Walbridge, Ohio, succeeds Mr. Ehrman and his former position abolished. J. D. Schlink, general foreman, Walbridge, assumes jurisdiction over both locomotive and car departments there.

CHICAGO & EASTERN ILLINOIS.—Harry C. Von Berg, comptroller, Chicago, promoted to vice-president and comptroller.

Herbert G. Feth, general coal traffic manager, Chicago, promoted to the newly created position of vice-president—coal traffic. A. R. Bruce appointed general freight sales manager, Southwest region, St. Louis. R. J. Grant named general freight sales manager, Western region, Portland, Ore.

DELAWARE & HUDSON.—The Pennsylvania-Susquehanna and Saratoga-Champlain divisions will be combined and division designations abolished, effective July 1. Headquarters for combined operations will be in Albany.

ERIE.—Herman A. Bockman appointed general agent, Kansas City, Mo., succeeding Nicholas C. Frick, who retired May 31. Henry A. Wilson, general eastern freight agent, and John J. Mabey, assistant to general eastern freight agent, New York, retired May 31. Effective June 1, the Baltimore, Md., and Washington, D.C., agencies were consolidated into the Baltimore-Washington agency, 1218-19 Munsey Building, Baltimore 2. G. A. Kiel, general agent, in charge. Effective May 15, mail, baggage and express traffic is located in Rooms 210 and 212, Railway Express Building, Hoboken, N.J.

Earl C. Adler, assistant general eastern freight agent, New York, appointed general eastern freight agent there.

FRISCO.—C. C. Lane appointed trainmaster, River division, Chaffee, Mo.

A. N. Loret, vice-president purchases and stores, St. Louis, named vice-president, executive department. H. E. Martin, purchasing agent, St. Louis, appointed manager of purchases and stores there. R. J. Doelling named assistant manager of purchases and stores.

GREAT NORTHERN.—Dr. Abbott Skinner of St. Paul appointed chief medical officer, to succeed the late Dr. Roscoe C. Webb of Minneapolis.

ILLINOIS CENTRAL.—James E. Degan and Patrick J. Tunney appointed assistant general freight agents, Chicago. Mr. Degan succeeds Austin E. Regan, retired.

JERSEY CENTRAL.—A. E. Bjorkner, assistant to president, New York, named manager—passenger operations of this road and the New York & Long Branch. Working with Mr. Bjorkner at Jersey City will be the Jersey Central's passenger traffic manager, superintendent of mail and express traffic and passenger trainmaster.

Robert Frederickson, chief research accountant, appointed assistant to president, succeeding Mr. Bjorkner.

KANSAS CITY SOUTHERN.—James M. Salter II, assistant to treasurer, Kansas City, Mo., elected treasurer, to succeed James M. Salter, who retired June 1.

LEHIGH & NEW ENGLAND.—J. M. Francis, freight claim agent, Bethlehem, Pa., assigned to other

duties, after more than 52 years of service. Position of freight claim agent abolished and all matters pertaining to freight claims will be handled in office of comptroller, Bethlehem.

MILWAUKEE.—Joseph J. Nagle and Edwin J. Richardson, Jr., attorneys, appointed assistant general solicitor and assistant general attorney, respectively.

P. J. Weiland, general manager, Lines West, Seattle, appointed general manager, Lines East, Chicago, succeeding F. G. McGinn, elected vice-president—operations (RA, May 26, p. 40). L. V. Anderson, assistant general manager, Lines East, Chicago, named to succeed Mr. Weiland, and in turn is replaced by W. E. Swingle, superintendent, La Crosse and River division, LaCrosse, Wis. F. H. Ryan transferred from the Hastings and Dakota division, Aberdeen, S.D., to succeed Mr. Swingle, and in turn is replaced by L. H. Walleen, assistant superintendent, Iowa division, Perry, Ia. D. O. Burke, assistant superintendent, Chicago Terminals, Bensenville, Ill., replaces Mr. Walleen. B. J. McCanna, assistant superintendent, Iowa, Minnesota and Dakota division, Sioux City, Ia., named to replace Mr. Burke, and in turn is succeeded by J. W. Stuckey, transferred from the LaCrosse and River division, Portage, Wis. W. T. Stewart, assistant superintendent, Wausau, Wis., succeeds Mr. Stuckey.

Photographs of Messrs. Weiland, McGinn and Anderson were published in RA, Oct. 7, 1957.

MINNEAPOLIS & ST. LOUIS.—C. O. Gustafson, assistant freight traffic manager, Los Angeles, transferred to San Francisco. C. L. Hartwig, traveling agent, Minneapolis, promoted to general agent, Grand Forks, N.D.

Douglas E. Dahlgren, assistant director industrial development, Minneapolis, promoted to freight traffic manager, Chicago, to succeed Dwight L. McCaughan, advanced to assistant vice-president—traffic, Minneapolis. C. T. Callahan, assistant general freight traffic manager, Minneapolis, appointed general eastern traffic manager, Pittsburgh. Robert W. Christie, freight traffic manager, St. Louis, promoted to assistant general freight manager, Minneapolis. Richard Lovick, general agent, New Orleans, named assistant general freight agent, St. Louis, and is replaced by G. J. Hunt, general agent, Birmingham.

MISSOURI PACIFIC.—G. T. Graham, trainmaster, Chester, Ill., transferred to Coffeyville, Kan., replacing W. H. Pelton. R. L. Caldwell, division trainmaster, Wynne, Ark., named to succeed Mr. Graham, and in turn is replaced by M. S. Streeter. T. W. Faulk appointed trainmaster, Mart, Tex., succeeding W. M. Adams, assigned other duties. R. V. Hazer appointed valuation engineer, St. Louis, succeeding H. T. Bradley, retired.

NORFOLK & WESTERN.—J. H. Davis appointed general eastern passenger agent, New York. Abolished position of general agent, passenger department, Chattanooga, Tenn., formerly held by Mr. Davis.

NEW HAVEN.—Edward F. Jones appointed auditor of passenger receipts, New Haven, succeeding Edward L. Clough, who retired May 31. William H. Beebe, director of audits and methods, named director of audits and special projects.

(Continued on page 40)



James M. Salter II
KCS



W. E. Swingle
Milwaukee



W. V. Lawrence
Seaboard



L. L. Knight
Seaboard



J. N. Broetzman
Seaboard



J. R. Thorne
Seaboard

Benedict T. Hines named resident information officer in eastern Massachusetts and Rhode Island, succeeding **Howard A. Moulton**, retired.

NEW YORK CENTRAL—**Henry F. McCarthy**, assistant vice-president—purchases, New York, appointed vice-president—purchases and stores, succeeding **Allan L. Prentice**, who retired May 1. A picture of Mr. McCarthy was published in *Railway Age*, Nov. 4, 1957, p. 62.

R. V. Brinkworth appointed terminal superintendent, Buffalo division, with headquarters at Frontier Yard and jurisdiction over all functions of the operating department there. Abolished position of assistant division superintendent, Buffalo division, formerly held by Mr. Brinkworth. **P. H. Myers**, trainmaster, Buffalo, appointed assistant transportation superintendent-labor relations, Buffalo division.

Edward D. Snow, freight sales manager, appointed to the new position of assistant to assistant vice-president—freight sales and service, New York. **Warren H. White** named assistant freight sales manager, succeeding **Neil R. McCormick**, promoted to freight sales manager.

H. P. Hannan appointed director freight car utilization, New York. Abolished position of freight service manager, Chicago, formerly held by Mr. Hannan. Title of **H. G. Wolven**, director special car bureau, changed to supervisor special car bureau.

NEVADA NORTHERN—**A. P. Cahill** appointed master mechanic, East Ely, Nev., succeeding **G. F. Lake**, retired.

RAILWAY EXPRESS AGENCY—**E. Earl Marshall**, superintendent, Indiana-Central Illinois division, Indianapolis, Ind., retired May 7.

Paul Gross, Jr., vice-president and secretary, New York, retired June 1. **Charles H. Campbell**, assistant to vice-president—operations, appointed assistant to president and assistant secretary. **Carl A. Brannon**, assistant secretary, appointed secretary.

William W. Martin, assistant director, personnel and salary administration, retired June 1.

SEABOARD—**J. R. Thorne**, assistant to president, Norfolk, appointed executive vice-president there. **L. L. Knight**, comptroller, Portsmouth, Va., named vice-president, finance and accounting,

Norfolk, succeeding **R. Parke Jones**, retired. **J. N. Broetzman**, assistant vice-president, operating department, Norfolk, appointed general manager there, succeeding **C. H. Sauls**, retiring vice-president in charge of operations. **W. V. Lawrence**, assistant comptroller, promoted to comptroller, succeeding Mr. Knight. **Raymond E. Moore**, assistant to vice-president, finance and accounting, appointed assistant vice-president.

J. T. Mitchell, superintendent, Carolina division, Savannah, Ga., appointed assistant general manager, Norfolk.

J. E. Spangler, office engineer, Norfolk, named principal assistant engineer there, succeeding **J. L. McBride**, appointed division engineer, North Florida division, Jacksonville. Mr. McBride succeeds **W. R. Fudge**, resigned.

Walter G. Byrom, Northwestern passenger agent, Chicago, appointed district manager, passenger sales and service, Pittsburgh, Pa., succeeding **Clyde B. Barton**, assistant general passenger agent, retired because of ill health. **Ralph A. Perkin**, traveling passenger agent, New York, appointed district passenger agent, Chicago, succeeding to Mr. Byrom's former duties.

SOO LINE—**A. H. Russell** appointed assistant auditor of disbursements, Minneapolis, succeeding **G. A. Ehlers**, promoted (*Railway Age*, May 12, p. 44).

WABASH—**A. B. Van Pelt**, executive assistant, St. Louis, retired June 1.

Louis J. Mortel, assistant to the general auditor, St. Louis, named car accountant there, to succeed **Morrow W. Pagan**, who retired May 31.

Edward T. Crockett, perishable freight agent, Los Angeles, appointed general agent, Phoenix, Ariz., succeeding **M. A. Carroll**, traffic manager, who retired June 1. **A. V. Rogers** named to succeed Mr. Crockett.

OBITUARY

T. H. McKibben, 73, retired assistant chief engineer, Santa Fe, died June 2 at his home in Chicago.

George A. Kelley, 73, retired executive vice-president of Pullman Company, died May 29 at his home in Chicago.

ican Brake Shoe Company.

Maurus T. Goetz, vice-president of Teletype Corporation, a subsidiary of Western Electric Company, has been elected president, to succeed **John J. O'Brien**, elected vice-president of Western Electric.

R. O. Yearick, vice-president, secretary and treasurer of Westinghouse Air Brake Company, has retired. **Richard H. Wood**, vice-president and general counsel, has been elected also secretary. **Lawrence E. Walkley**, vice-president, has been elected treasurer, in addition to former duties.

The executive and the Chicago sales offices of **Standard Railway Equipment Manufacturing Company** have been moved from 310 S. Michigan Avenue, Chicago, to the Borg Warner building, Michigan avenue and Adams street.

William K. Krepps, assistant to manager, Spring division, **Crucible Steel Company of America**, retired May 1.

Allen R. Ferguson has been appointed director of research of the **Transportation Center, Northwestern University**. Dr. Ferguson was formerly acting chief of the Logistics Department, **Rand Corporation**, Santa Monica, Cal.

John R. Dalton has been appointed traffic manager, **Leader Iron Works, Inc.**, succeeding **C. B. Irish**, deceased.

Robert W. Fox, assistant plant controller, **Pullman-Standard Car Manufacturing Company**, has been appointed plant controller, to succeed **A. B. Anderson**, retired.

Gross & Jones Co., railroad cross ties, have moved their general offices to 480 Pine Street, St. Louis 2, Mo.

As of May 23, the executive offices of **ACF Industries, Incorporated**, and the following divisions were changed from 30 Church Street to 750 Third Avenue, New York 17: **Advanced Products**, **American Car & Foundry** and **Shippers' Car Line** divisions.

Frederick W. Walker, Jr., Chicago regional manager, **Electro-Motive Division of General Motors Corporation**, promoted to assistant general sales manager in charge of electric utility sales. **James B. Swindell**, district sales manager, Chicago, has been named to succeed Mr. Walker.

Effective May 15, the new address of **Piggy-Back, Inc.**, 70 Pine Street, New York 5, is as follows: **General American Transportation Corporation**, **Piggy-Back Sales Division**, 380 Madison Avenue, New York 17.

The Chicago executive offices of **Pullman-Standard Car Manufacturing Company** have been moved to 200 South Michigan Avenue, Chicago 4, Ill.

General Motors Diesel Limited, London, Ont., has announced the appointment of **Midwest Mining Supplies Limited** of Winnipeg as sole G. M. Diesel distributor in Manitoba.

Tilden E. Thompson has been appointed West Coast regional sales supervisor for the **Ansonia Wire & Cable Company**, with headquarters in the vicinity of San Francisco.

Herbert E. Markley, assistant to president, **Timken Roller Bearing Company**, has been elected vice-president of the company. Mr. Markley's duties will include responsibility for all of Timken's foreign operations. **Richard L. Frederick**, director of industrial relations, succeeds Mr. Markley.

The **D. W. Hallberg Company**, representatives for Kershaw Manufacturing Company, National Lock Washer and Power Parts Company, has recently expanded its facilities. The new office is at 1026 Federal Building, 24 Commerce Street, Newark, N.J.

W. Ashley Gray, Jr., and **Lawrence P. White** have been appointed managers, respectively, of Western and Eastern sales of railroad products and industrial castings, **General Steel Castings Corporation**, at Granite City, Ill., and Eddystone, Pa., respectively.

R. H. Wellington, general sales manager, **Griffin Wheel Company**, has been appointed assistant to president.

OBITUARY

Ben J. Wilson, who for 25 years was western representative in Chicago for the **Pocket List of Railroad Officials**, died April 17 in Long Beach, Cal., where he had been living since retirement in 1952.

Supply Trade

The Chicago office of the **Rolin Corporation** has moved to the Inland Steel Building, 30 W. Monroe street, Chicago 3, Ill.

J. W. Van Gorkom and **D. C. Graves** have been elected vice-presidents of **Union Tank Car Company**. Mr. Van Gorkom continues as treasurer. **B. C. Graves** has been relieved, at his own request, of his duties as active board chairman and appointed honorary chairman.

Raymond A. Martinson has been appointed works manager for the plants of the Ramapo department, **Railroad Products division, Amer-**

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Needed: Transport in Cabinet

▲ The Smathers program for railroad restoration (S.3778) comes first, of course. Until that bill becomes a law, diverting attention to other objectives would be folly. But it would be an equal mistake to suppose that enactment of S.3778 will put the railroads on easy street—no more problems. The Smathers program is a substantial beginning—but beginning is all it is.

Take the trouble to examine the many hindrances which prevent the railroads from prospering and growing as they should, and what they all boil down to is this:

Railroads can't raise sufficient investment money for obviously desirable expansion and improvements. Hence railroad service is not, on the average, as economical and attractive as it could well be. By contrast, there is an unimpeded flow of billions into improvements and additions to highways, waterways and air transport facilities. Transportation development in this country has become lop-sided. *Why?*

• The complete answer to that question would have to include the long list of regulation and taxation to which railroads, but not their rivals, are subjected. It would also have to point out that railroad capital is raised in the private investment market. And that fixed property used by other forms of transportation is financed with government money.

But such a detailed and complex answer to this important question is not necessary. There is a

shorter and simpler answer which is entirely adequate. It is this:

Each major form of transportation, except the railroads, has a powerful promotional agency working in its behalf, at the very top level of the federal government. The waterways have the Army Engineers. The Bureau of Public Roads performs a similar service for highway transportation—and the Civil Aeronautics Administration does likewise for air transportation.

In a recent major speech on the national economic situation President Eisenhower made two references to transportation. He reported that America was getting ready for the "jet age" in air transportation, and that the St. Lawrence Seaway would soon be in business. He made no reference whatever to the railroads—but, then, he has no eager beavers for railroad progress on his professional staff. But he has plenty of air buffs, and waterway buffs and highway buffs, constantly at his elbow.

• What is needed is a promotional and governmental policy agency for railroad transportation. Such an agency need not have any regulatory power over railroad companies. Instead, its primary duty should be to study all phases of railroad performance, actual and potential—and to report to government the things government might properly do to enable the railroads to perform better. With such an agency at work, government policy might be induced to *strengthen the private enterprise part of transportation, instead of undermining it, as so often happens now.*

To coordinate government policy, each promotional agency should be subordinate to a department head of Cabinet rank. Then, and only then, can the country expect to have an orderly transportation policy, treating each agency according to its relative merit.

KEEP THE BALL ROLLING!: Not in a generation have railroaders and their suppliers built up the head of steam they have now engendered in support of the legislative program authored by Senator Smathers, and his colleagues in both branches of Congress. This program is the immediate goal—and there should be no diversion of effort until it is on the law books. But the effort certainly shouldn't end there. It should go forward relentlessly until an inflow of investment comes as easy to the railroads as to other forms of transportation. There wouldn't be any recession if political discouragement of investment in railroad improvements were removed.



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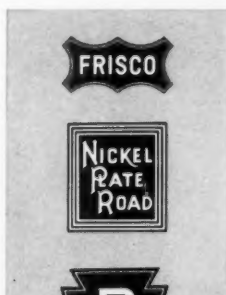
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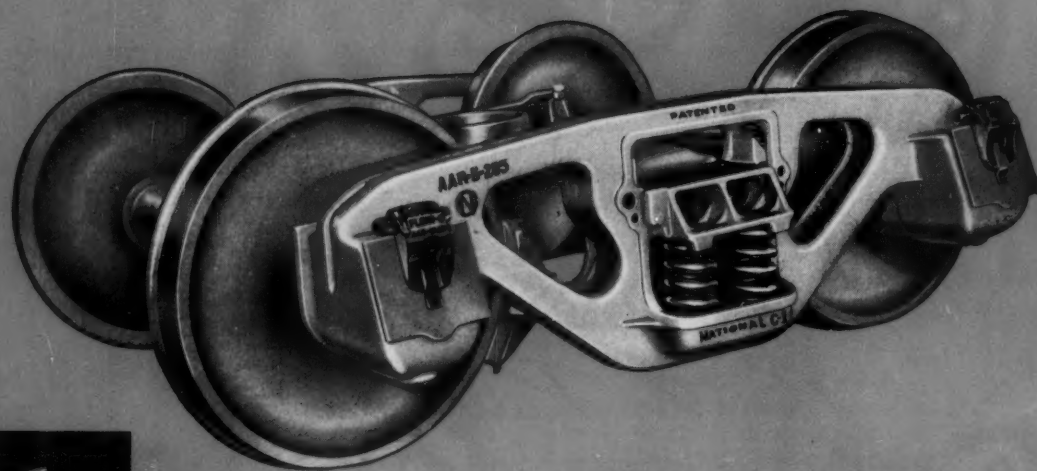


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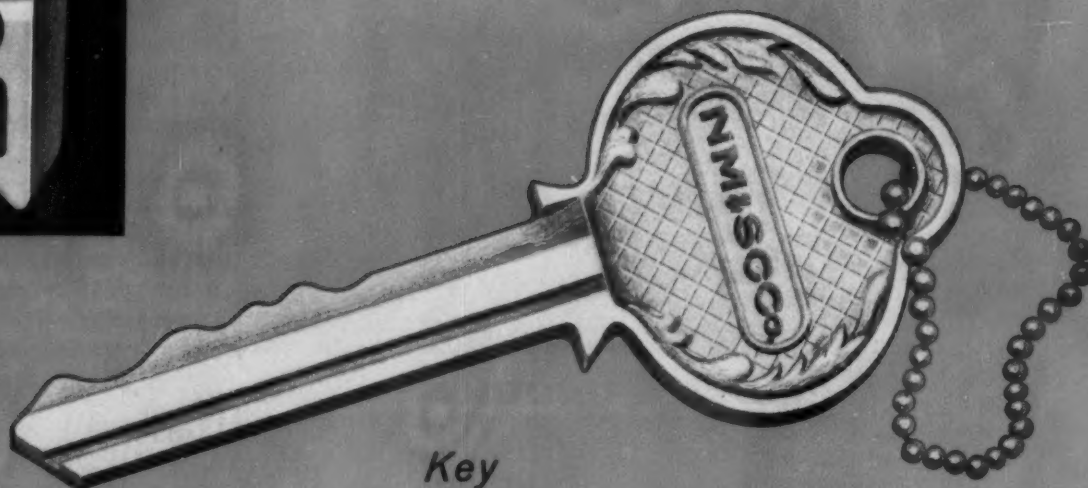
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